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1. Introduction and methodology

This Sustainability Appraisal (SA) Scoping Report has been developed to inform the content of the emerging Horsord Neighbourhood Plan (NP) and marks the first key stage in the Sustainability Appraisal relating to the document.

Legislation states that policies and proposals within Neighbourhood Plans should have been assessed for their sustainability impacts, this is one of the ‘basic conditions’ of neighbourhood planning.

In addition, there is a legal requirement for Neighbourhood Plans to have undergone a screening assessment to see whether a full Strategic Environmental Assessment is required, under EU Directive 2001/42/EC (also known as the Strategic Environmental Assessment (SEA) Directive).

Although Sustainability Appraisals are not a requirement of neighbourhood planning, Broadland District Council advocates using the process to check emerging policies and alternative options, and to offer a useful form of demonstrating that sustainability has been considered within the process, as set out within the basic conditions.

The Sustainability Appraisal also addresses (and surpasses) the requirement for an SEA screening assessment to accompany a Neighbourhood Plan. A Sustainability Appraisal looks at the possible economic, environmental and social impacts of an emerging plan and should result in a final plan which has the least negative impact possible in an area. The Sustainability Appraisal process honours the European legal duty to undertake a Strategic Environmental Assessment (SEA) of emerging planning policies and goes further by considering the social and economic implications.

Location and Local Government administrative context

The parish of Horsford lies within the Norfolk District of Broadland and is 10km north of Norwich City Centre. The B1149 Norwich to Holt Road runs through the parish dividing it in two. A map showing the location of Horsford can be seen in Appendix A.

The designated Neighbourhood Area for the Horsford Neighbourhood Plan is the whole of the civil parish of Horsford and can be seen in Appendix B.

The parish is within the Broadland District Council administrative boundary and does not fall into the Broads Authority Area.

The appropriate Local Planning Authority for the area is Broadland District Council. This Sustainability Appraisal Scoping Report therefore considers plans, policies and sustainability issues relevant to this Local Planning Authority.
Local Strategic Planning Policy Context

As noted above, the Neighbourhood Plan includes land within the Broadland District Council administrative area. The local strategic planning policy context for this area is set out below.

Broadland District Council (BDC)

Strategic planning policy for the BDC area is provided by the Greater Norwich Development Partnership Joint Core Strategy (2014) which sets out the strategy for growth in Norwich, Broadland and South Norfolk up to 2026.

Joint Core Strategy Policy 15 identifies Horsford as a ‘Service Village’. In each service village, land will be allocated for small-scale housing development subject to form and character considerations. Horsford is identified as a settlement that may be considered for additional development, if necessary, to help deliver the ‘smaller sites in the Norwich Policy Area’ allowance (Joint Core Strategy 9).

Other BDC strategic planning policy documents considered in the preparation of this SA Scoping Report include the Site Allocations Development Plan Document (DPD) 2016 and the Development Management DPD (2015). The Development Management DPDs Policy Maps that cover Horsford can be seen in Appendix C.

The Site Allocations DPD identifies the areas where development is acceptable in principle through the definition of a ‘settlement limit’. In addition, land for development such as the land necessary to meet the housing requirements set out in the Joint Core Strategy is identified as an “allocation” or in some cases as a “specific policy” where there is an existing planning permission.

The Specific Policies for Horsford in the Site Allocations Development Plan Document are:

HOR1
Specific Policy: Land at Pinelands, Holt Road, Horsford (approx. 2.6Ha) is to be developed in accordance with permission 20100774. This will include the development of 63 dwellings and employment use (Use Class B1, B2, B8).

The land at the former Pinelands Industrial Estate benefits from planning permission reference 20100774. A substantial number of dwellings are already completed on the site and it is anticipated that the remainder will be completed soon.

HOR2
Specific Policy: Land north of Mill Lane, Horsford (approx. 5.4 Ha) is to be developed in accordance with planning permission 20130547. This will include development of 125 dwellings and open space.
A planning application from David Wilson homes for the erection of 259 dwellings, together with associated public open space, landscaping, highways and drainage infrastructure works (20161770) on a site to the east of Holt Road in Horsford has been registered by Broadland District Council.

The emerging Greater Norwich Local Plan (GNLP) is being co-ordinated by officers from Broadland, Norwich and South Norfolk Councils and which will eventually replace the current Local Plan for the district. This is expected to be adopted at the end of 2020. In 2016 a ‘call for sites’ exercise took place, whereby landowners, parish and town councils and other stakeholders submitted specific areas of land within the area to the GNLP team for consideration as sites to be allocated for development within the new plan. Many sites were put forward in Horsford. The team is currently undertaking an assessment of each of them to ascertain their suitability. A public consultation on the ‘preferred options’ will take place in October 2017. A map showing the sites being considered can be seen in Appendix D.

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1 Broadland District Council Site Allocations Development Plan Document (2016)
Application of BDC policies

The sustainability principles applied to the GNDP Joint Core Strategy are applicable to the proposed Neighbourhood Plan. This Scoping Report therefore has regard to and builds upon the GNDP Joint Core Strategy Sustainability Appraisal Scoping Report.

Government guidance on Sustainability Appraisal suggests that one Scoping Report can be produced for several Local Development Documents (to which the Neighbourhood Plan will be comparable), if it details sufficient information for each document concerned.

For the sake of brevity and where appropriate, this Scoping Report refers to sections of the GNDP Joint Core Strategy Sustainability Appraisal Scoping rather than reproducing these in full, and so should be read alongside these documents.

Planned Infrastructure and Transport Improvements

The Northern Distributor Road (NDR) is being built through the southern area of Horsford Parish.

Figure 2 above: Map showing the route of the Northern Distributor Road currently under construction (source: Norfolk County Council)²

² www.norfolk.gov.uk
New or improved infrastructure will be funded and delivered through the Community Infrastructure Levy and S106 agreements (including use of planning conditions) having regard to the Greater Norwich Infrastructure Plan (GNIP).

**Background to Sustainability Appraisal**

Sustainability Appraisal is a systematic process undertaken during the preparation of a plan or strategy, as required by the Planning and Compulsory Purchase Act 2004 (S19(5)).

There is also a requirement for Development Plan Documents (to which Neighbourhood Plans are comparable) to undergo an environmental assessment (known as a Strategic Environmental Assessment) under European Directive 2001/42/EC (transposed into UK legislation by the Environmental Assessment of Plans and Programmes Regulations 2004).

It is intended that this Sustainability Appraisal incorporates the Strategic Environmental Assessment in accordance with the regulations.

The Sustainability Appraisal process will:

- Adopt a long-term view of development within the area covered by the plan, with interest on the social, environmental, and economic effects of the proposed plan.
- Develop an effective system for ensuring that sustainability objectives are transformed into sustainable planning policies.
- Reflect global and national concerns, as well as concerns at the regional and local levels.
- Provide an audit trail of how the Neighbourhood Plan has been revised to consider the findings of the sustainability appraisal.
- Incorporate the requirements of the Strategic Environmental Assessment Directive.
- Produce and consult on a Scoping Report early in the process for the plan.

Government guidance on undertaking Sustainability Appraisal of Local Development Documents (to which the Neighbourhood Plan will be comparable) presents a five-stage process, each of which contains criteria to fulfil that requirement. These stages are described in Government guidance in the following manner:
Stages in producing a Sustainability Appraisal

Sustainability Appraisal is an iterative and on-going process following the production of this Scoping Report (Stage A). The Sustainability Appraisal framework set out in Appendix H will be used to consider the effects of the different policy options proposed in the Neighbourhood Plan, and to consider key issues where they arise.

The Sustainability Appraisal process will run concurrently with the NP production process and after the scoping for the Sustainability Appraisal has been carried out the next stage will be the developing and refining of policy options and assessing their effects.

**Scoping Report**

As noted above, the first stage of Sustainability Appraisal (Stage A) requires the production of a Scoping Report. The preparation of a Scoping Report is based on the completion of five specific tasks set out in the table below. The tasks are part of a circular process of continuous improvement and refinement.
Each step shown in the chart above, corresponding to Stage A of the Sustainability Appraisal process (scoping), is addressed in turn in this report.

Horsford Neighbourhood Plan

The Neighbourhood Plan will be a development plan for the parish of Horsford. The power to produce neighbourhood plans is an output of the Localism Act (2011).

The aim of neighbourhood planning is for local communities to have greater control over what happens in their area.

The process of producing the Neighbourhood Plan is being undertaken by a steering group which is accountable to the parish council.

The Neighbourhood Plan Steering Group comprises a wide cross-section of residents from the local community. The list below details the members of the Steering Group and the organisations they represent:

- Kathryn Clarke, Horsford resident and Horsford Parish Councillor.
- Peter Hunnam, Horsford resident and Horsford Parish Councillor.
- Katrina Johnson, Horsford resident.
- Angela Makinson, Horsford resident and member of the Women’s Institute.
- Sharon Richardson, Horsford resident and representing the Horsford Schools.
- Jon Riley, Horsford resident and a member of the Save Green Lane Conservation Group.
Shirley Rogers, Horsford resident and the Dog Inn landlady.
Adrian Scott, Horsford resident and 1st Horsford and St Faith’s Scout Group.
Melanie Smith, Horsford resident and Horsford Parish Councillor.
Mark Smith, Horsford resident and Horsford Parish Councillor.
Virginia Sokalsky, Horsford resident and Horsford Parish Councillor.
Dennis Woodcock, Horsford resident.

Rachel Leggett is the lead independent consultant and project manager for the Neighbourhood Plan and Emma Harrison is an associate consultant preparing the Sustainability Appraisal and the Scoping Report.

Community Engagement

The Horsford Neighbourhood Plan steering group believe that effective community engagement and involvement is essential from the beginning of the Neighbourhood Plan process. This will involve five stages of consultation throughout the development of the Horsford Neighbourhood Plan:

**Community engagement stage 1:** developing ideas for a vision. What Makes Horsford Special? Consultation at the School Christmas Fairs on 9th and 12th December 2016.

**Community engagement stage 2:** establishing themes and ideas for objectives of the Plan, and testing draft Aims and the draft Vision. A Workshop and Walkabout was held on Saturday 21 January 2017, 10am – 3pm at the Village Hall. The main findings from this consultation are included in the ‘Key Issues’ section of this document.

**Community engagement stage 3:** stakeholder input. Meetings with interested groups and stakeholders in Horsford, January – March 2017.

**Community engagement stage 4:** check emerging policy ideas. Policy ideas workshop, a Saturday in May/June 2017.

**Community engagement stage 5:** pre-submission consultation on the draft Neighbourhood Plan. Exhibition of policies at the start of the six-week statutory consultation period on a Saturday in October 2017.

The Neighbourhood Plan steering group runs a website for the project, the address is [www.horsfordplan.wordpress.com](http://www.horsfordplan.wordpress.com). The website comprises all information on the Neighbourhood Plan, including published materials, updates, agendas and minutes and useful links.

**Neighbourhood Plan Draft Aims, Draft Vision and Draft Objectives**

**Neighbourhood Plan – Draft Vision**

By 2038 Horsford will be a self-contained attractive rural village. It will be a place where people can enjoy the surrounding woodland and countryside. It will have a range of high
quality homes, and essential public services that meet the growing needs of the community. There will be thriving local businesses, quality modern services and relevant infrastructure, both physical and technical. Horsford will be a sustainable place where people want to live and work into the future.

Horsford Neighbourhood Plan – Draft Aims

By undertaking a Neighbourhood Plan, the community of Horsford aims to:
- Give a voice to residents to shape development.
- Integrate new Horsford developments within the existing village.
- Allow the village to grow sensitively, whilst retaining village settlement and village feel.
- Retain access to locally important countryside for recreational use.
- Identify community needs for the use of developer contributions and other possible funds.

Horsford Neighbourhood Plan – Draft Objectives

Community and Services
1. To provide opportunities for all of the community to access community, cultural, leisure and sports activities within Horsford.
2. To ensure sufficient provision of school and medical facilities within Horsford.

Housing and the Built Environment
3. To provide high quality, diverse and affordable housing within Horsford.
4. To provide appropriate size, scale, density, design and layout of development and parking, which compliments existing development and the surrounding environment around Horsford.

Transport and Access
5. To provide and encourage safe walking, cycling and the use of public transport within and beyond Horsford parish.
6. To provide adequate private and public parking.

Environment
7. To protect and enable access to the countryside, woods and green spaces within Horsford and the surrounding area.
8. To improve and provide a high quality public realm in the village.

Business and Employment
9. To provide sufficient land and buildings to support local economic development.
10. To enable an attractive and viable village centre.
2. Review of relevant policies, plans, programmes and environmental objectives (task A1)

The objective of this section of the SA Scoping Report is to identify and highlight policies, plans, programmes and objectives that are of relevance to any policies and proposals that might emerge from the Neighbourhood Plan.

Guidance suggests that, where Neighbourhood Plans are within areas that have existing or emerging strategic plans and these strategic plans have recently been the subject of a Sustainability Appraisal, it is not necessary to replicate this exercise entirely.

Broadland District Council (Joint Core Strategy) has an adopted Core Strategies for which a Sustainability Appraisal was undertaken (BDC: Joint Core Strategy for Broadland, Norwich and South Norfolk: Sustainability Appraisal Scoping Report, 2007;) These documents are therefore not reviewed in this section but their findings are reflected later in this SA Scoping Report, principally as part of task A3, ‘Key Issues’.

A literature review was carried out for the purposes of the Joint Core Strategy Sustainability Appraisal in 2012 by URS consultants. This literature review was updated in 2014 by Broadland District Council to informing its Site Allocations DPD Sustainability Appraisal. This Scoping Report takes account of these documents for the purposes of developing sustainability objectives.

The full updated literature review produced by Broadland District Council, including details of key relevant objectives, relevant targets and indicators, implications for future development, and issues for sustainability, can be found here: [http://www.broadland.gov.uk/images/C09_Sustainability_Appraisal_Report_Appendices.zip](http://www.broadland.gov.uk/images/C09_Sustainability_Appraisal_Report_Appendices.zip)

The table below lists local documents relevant in the consideration of sustainability objectives for the Parish of Horsford.

**Schedule of additional documents reviewed in this Scoping Report**

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<thead>
<tr>
<th>Administrative scope</th>
<th>Document title</th>
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<tbody>
<tr>
<td>District</td>
<td>Recreation Provision in Residential Development Supplementary Planning Document</td>
</tr>
<tr>
<td>District</td>
<td>West Broadland Green Infrastructure Project Plan</td>
</tr>
<tr>
<td>Local</td>
<td>Horsford Parish Plan 2006/07</td>
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### LEVEL: DISTRICT

**Plan name:** Recreation Provision in Residential Development Supplementary Planning Document  
**Author:** Broadland District Council  
**Document date:** April 2016

#### Summary

The purpose of the document is to set out BDC’s approach to enabling landowners, developers and applicants to calculate the requirements for making provision for recreational space in new developments.

#### Key objectives / requirements / conclusions to be taken into consideration in Neighbourhood Plan:

This document details the formal recreation requirements, informal recreation requirements and allotment provision requirements for new development and the associated costs.

#### Key objectives / requirements / conclusions to be taken into consideration in the Sustainability Appraisal Scoping Report:

To ensure that recreation and allotment provision is accounted for in new development

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### LEVEL: DISTRICT

**Plan name:** West Broadland Green Infrastructure Project Plan  
**Author:** Broadland District Council  
**Document date:** currently being developed

#### Summary

The project plan will identify potential projects in the west of the district that could help to improve informal recreation opportunities for the local population as well as conditions for local wildlife populations.

#### Key objectives / requirements / conclusions to be taken into consideration in Neighbourhood Plan:

Housing growth within the district provides opportunities for green infrastructure improvements, which will cater for the informal recreation requirements of new and existing populations and the migratory and habitat requirements of local wildlife. It will also help to mitigate the impacts on particularly sensitive environmental assets within the area (principally those that have been designated under European legislation).

#### Key objectives / requirements / conclusions to be taken into consideration in the Sustainability Appraisal Scoping Report:

Projects within this plan will help to deal with the impacts of development within the area
and will help to improve green infrastructure connectivity at a broader, more strategic level.

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<thead>
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<th>LEVEL: LOCAL</th>
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<tr>
<td>Plan name: Horsford Parish Plan</td>
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<tr>
<td>Author: Horsford Parish Plan Steering Group</td>
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<td>Document date: 2006/07</td>
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**Summary**

The Parish Plan is a community led document setting out how residents would like Horsford to develop and contains an action plan of projects that have been identified through community consultation.

**Key objectives / requirements / conclusions to be taken into consideration in Neighbourhood Plan:**

There are a range of Environmental, Housing, Leisure and Recreation, Essential Services and Traffic and Transport projects in the action plan that need to be considered when developing the Neighbourhood Plan.

**Key objectives / requirements / conclusions to be taken into consideration in the Sustainability Appraisal Scoping Report:**

- The population of the village is changing to include a larger proportion of younger people.
- Tree planting and preservation should be encouraged.
- There is insufficient affordable or sheltered housing.
- The increase in housing has contributed to more traffic in and around the village.
- More space is required for leisure activities.
- Speeding traffic and lack of crossing points is an issue.
- Requirement for footway and cycle links with Norwich.
- Improved reliability of bus services is required.
- Weight limits for vehicles on link roads to the village are required.
- Speed limits and signage improvements required.
- Footpath signs required to be in place at suitable locations.
- Consideration to be given to the purchase of additional amenity land in the village as and when it becomes available.
3. Baseline information (task A2)

This section of the Scoping Report sets out a summary of the current characteristics of the Parish of Horsford. It considers in turn, a summary of environmental, social and economic conditions.

The baseline information has been collected from a variety of sources, which are referenced in the information below.

3.1 History

The village name of Horsford derives from the small river Hor that flows through the village and can be translated from Old English to mean ‘ford over the River Hor’ or ‘Ford for Horses.’

Land in Horsford is recorded in the Domesday Book. The Malet family built the Norman castle and retained it until the mid-19th Century. The family built Horsford Castle either as a county retreat, a base for hunting trips or for their tenant Waller of Caen.

Horsford Castle is a Norman motte and bailey castle with a defensive barbican.

Figure 3 below: Horsford Castle from the air showing the motte around the keep. (©NCC)

\[3 \text{ Heritage.norfolk.gov.uk} \]
There is evidence to suggest that there was a deer park attached to the castle. Later this became incorporated into a post medieval landscape park. The survival of a medieval pollarded oak tree suggests that the landscape was heavily managed.

The site of St Faith’s priory was originally located within Horsford when it was founded in 1105. It moved to nearby Horsham soon afterwards and the exact location of the earlier site is unclear.

All Saints Church mostly dates to the 14th Century although the heavy restoration of the building in 1869 has disguised many of the original features.

St Helen’s windmill, a tower mill built in 1858, replaces an earlier smock mill on the same site. The Dog Public House is a 17th Century building that was possibly originally a house.

Horsford Hall was also built in the 17th Century although most of this building was covered by a Georgian brick façade in the 19th Century.

The most recent sites are a World War One trench dug on Manor Farm when troops were stationed nearby and a possible World War Two bombing decoy.4

The population of Horsford has seen a steady increase since the Second World war when the population was just 750 people.

3.2 Demographics

In 2011 the population of Horsford stood at 4163, an increase from 3965 in 2001.5

The mean age of Horsford is 38.7 years old (compared to 42.7 across Norfolk)6

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4 Megan Dennis (NLA) 23 March 2006. Heritage.norfolk.gov.uk
5 Office for National Statistics Census data 2011 and 2001
6 Rural Services Online, Census 2011.
3.3 Environmental Conditions

3.3.1. Nature Conservation

There are no international or national designations falling within Horsford parish.

There are eight County Wildlife Sites in the parish of Horsford, which are recognised as being of importance for biodiversity at a county level and an important element of the ecological network for Norfolk. The County Wildlife Site scheme is managed by Norfolk Wildlife Trust.

The County Wildlife Sites are:

Horsford Woods 2114 – Two connected blocks of mature pine plantation to the north of Hosford, with an area of open, maintained heath.

Whinny Hills and Commons 1352 – A large area of common land supporting mature acid woodland and patches of heathland.

Pyehurn Lane Woodland 1353 – Most of the site is broad-leaved semi-natural woodland.

The Wilderness 1394 – A dense neglected area of young scrub, with trees, occupying a shallow depression with several shallow pools. Part of the site has been obliterated by large scale tipping. The northern end of the site is mature oak.

Norfolk biodiversity.org
Black Park and The Thicket 1395 – A large area of oak dominated woodland with varied ground flora. The eastern end of the site has several ponds.

Horsford Heath 1397 – 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 2020 – A mosaic of dry dwarf-shrub 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 2069 – 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 May – October.

Figure 5 above: Red surround showing location of the County Wildlife Sites in Horsford. Map reproduced from Norfolk County Council.

There is one area of woodland on the Natural England Database designated as being Ancient Woodland. This is shown on the map below in dark green and is in The Wilderness to the east of the Parish. There are several areas of Deciduous Woodland on Natural England’s
Priority Habitat Inventory and they are shown in green on the map below. Econet woodland is shown in beige. The bright green areas on the map are common land which is a piece of private land in common land in private ownership where other people have certain traditional rights to use it.

Figure 6 above: dark green is Ancient woodland, green is Deciduous woodland, beige is Econet Woodland (ecological network woodland), bright green is Common Land. Source: Parish Online

Part of Horsford Woods is managed by the Forestry Commission and the area is a conifer forest with dry and wet heathland. The area is home to the rare Bog Bush cricket and Silver Studded Blue butterflies. Horsford Woods is accessible to the public and there is parking off the B1149 Norwich to Holt Road. The Forestry Commission lease the land from three different landowners and therefore access arrangements vary through the Forestry

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8 www.forestry.gov.uk
Commission woodland, which is dependent on the wishes of the landowner. Every five or six years, the Forestry Commission close off areas of the woodland to fell trees. The Forestry Commission aim to encourage access and enjoyment of the woods. The Forest Road is in good condition but some of the rides need improvement works but this is dependent on the availability of funding.

The Norwich Fringe Project manage St Faith’s Common on behalf of Broadland District Council. The heathland is cut annually. If funding was available, there is a need to fence the area and allow sheep grazing to manage the land.

The unclassified paths and tracks throughout the woodland and heathland are valuable ecological corridors.

The population of the Turtle Dove is in decline and this species of bird can be found in Horsford. 9

The population of the Silver-studded blue butterfly (Plebejus argus) has undergone a severe decline in range in the last 100 years, estimated 80 per cent and is classified in Great Britain as Nationally Scarce. 10 This species of butterfly only exists in five colonies in Norfolk, one of these is in Horsford Woods and one is in Horsford Rifle Range. Factors that cause loss or decline are loss of heathland, fragmentation of heathland and inappropriate heathland management.

The Horsford rifle range is a privately-owned site, leased to and largely managed by the Smallburgh and District Gun Club. It forms part of a Countryside Stewardship agreement and over the past five years, the Norfolk Wildlife Trust and the Norwich Urban Fringe Project have worked with the Gun Club and Butterfly Conservation to ensure that the site is managed in a way appropriate with the needs of the butterflies.

One of the rides within Horsford Woods (which lies adjacent to the Horsford rifle Range) also supports a colony of silver-studded blue butterflies. A ride is a linear trackway created for access. Forest Enterprise has carried out management work to improve the heather structure of the ride. More recently, Forest Enterprise has also agreed to fell a small area of planted conifers to develop a connection between this ride system and the nearby rifle range.

There are planting schemes associated with the construction of the Northern Distributer Road, which passes through the south of Horsford Parish. Woodland and scrubland will be created adjacent to the new road and bat gantries will be installed to enable the flight path of the bats to be maintained. The maps detailing these can be seen in Appendix G. For every tree felled, more than five trees, of various sizes will be planted. The planting and landscaping is designed to add to and link existing habitats, preserving and improving ecological corridors, including woodland, scrub and grassland, hedgerows and wetland.

9 www.magic.gov.uk

10 Norfolkbiodiversity.org.uk
3.3.2 Landscape

Broadland District Council’s Landscape Character Assessment (September 2013) identifies Horsford as ‘Woodland Heath Mosaic’, described as having the following characteristics (p47):

- Generally flat, plateau landscape, covered with a pattern of large-scale woodland and plantations;
- Mixture of old deciduous woodland and more recent coniferous plantations, interspersed with small areas of remnant heathland contained within the woodland;
- Woodland is interspersed with relatively large arable fields;
- Presence of boundary oaks within hedgerows;
- Underlying geology of sands and gravels, overlain by infertile sandy soils;
- General absence of settlements, other than sporadic 20th century settlements that line straight roads, which cut across the landscape;
- Views are generally strongly contained by dense blocks of woodland;
- Woodland provides a strong sense of enclosure;
- Small pockets of Acid grassland (National Vegetation Classification category U4) within heathland mosaic.

Current land cover is dominated by a mixture of large-scale old deciduous woodlands and more recent coniferous plantations, which provide an intermittently strong sense of enclosure within the landscape. These geometric, woodland blocks often limit views across the landscape. Pockets of arable fields and small areas of remnant heathland are also a feature, culminating in a patchwork landscape pattern.

The following Key Forces for Change have been identified for the Woodland Heath Mosaic Landscape Character Type:

- Agricultural intensification, which may lead to a loss of mature field boundaries;
- Decline in traditional woodland management leading to weakening in condition of ancient woodlands;
- Pressure for linear expansion of settlement along the rural roads, and new development changing the traditional relationship of settlements with adjacent landscapes;
- Pressure to upgrade roads through additional kerbing and signage to accommodate an increase in traffic volume;
- Changes in woodland cover because of changes in land management.

The overall strategy for the Woodland Heath Mosaic should be to conserve and enhance the mature blocks of woodland and patches of remnant heathland, which have strong biodiversity value and are recognisable landscape features. There are also opportunities for restoration of hedgerow field boundaries and replacement mature hedgerow trees where these have been lost. Plantings to enhance hedges should be appropriate to the specific local character of the Landscape Character Areas.

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11 Broadland District Council Landscape Character Assessment SPD September 2013
Specific management objectives are to:

- Seek to conserve and enhance woodland, wood pasture and heathland and associated wetland habitats, which represent areas of high biodiversity importance with a wide range of habitats;
- Conserve remnant areas of heathland and take opportunities to extend these;
- Seek opportunities for the creation of larger areas of heathland;
- Encourage sustainable woodland management of the varied woodlands using traditional techniques such as coppicing where appropriate to maintain historic and ecological interest;
- Encourage new woodland edge planting of native deciduous broadleaved to reduce the visual and ecological impact of the coniferous plantations;
- Encourage the use of native tree species in new planting, which reflects the underlying soil conditions and maintaining regional character;
- Seek to conserve and enhance existing mature landscape structure and related high landscape and ecological value;
- Seek to conserve remnant patches of heathland and fen within interior parts of the woodland, which are of high ecological value and contribute to a sense on time-depth within the landscape.

Today, the area is a mixture of arable farmland, old deciduous woodland and recent coniferous plantations. Only small remnant patches of heathland and fen are found within interior parts of the woodland.

The following Landscape Planning Guidelines apply to Horsford Woodland Heath Mosaic Landscape Character Area:

- 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.

### 3.3.3. Historic Landscape and Heritage

As a result of the generally infertile soils, traditionally, this landscape was not sought for conversion to agriculture, and was therefore heath covered. During the 17th and 18th centuries, a series of large estates began to dominate the landscape, introducing a series of large-scale woodlands and plantations. This landscape changed again, at the time of the
Enclosure Acts, when it was divided into large rectangular blocks and converted to arable farmland.\textsuperscript{12}

Norfolk Heritage Explorer details 135 archaeological finds in Horsford.

Although there is little evidence of early settlement within the Woodland Heath Mosaic Type, remains of several prehistoric barrows exist; two being found on Horsford Common. Neolithic, Bronze and Iron Age occupation is also represented by recorded find spots of items such as Neolithic flint axes and flint extractions or later Bronze Age metalwork.

Evidence of Roman occupation is again limited to find spots however Early Medieval presence is reflected in upstanding earthworks such as the Norman motte and bailey of Horsford Castle.

By the Iron Age, open agricultural landscapes were widespread and by 1750 a mixture of open fields and enclosures, with some woods and heath occurred. Parliamentary enclosure was to change the pattern of fields when it was introduced; the earliest example of which was around Felthorpe prior to 1793. Today’s landscape pattern is influenced by its agricultural history with a mixture of 18th – 19th century enclosures, 20th century agriculture, heath and large patches of woodland. Ancient replanted woodlands, which by definition must have pre-1650s origins, are scattered across this Character Type.

More recently the landscape has been influenced by World War I and World War II activity with some new build, such as pillboxes and some temporary conversions.

There are seven Grade II listed buildings in Horsford. These are Corn Mill, Horsford Hall, Little Orchard, Lower Farm House and attached Barn, Poplars Farm House, The Dog Public House and The Lindens. There is one Grade II* listed building, which is the Parish Church of All Saints.\textsuperscript{13} Horsford Castle is a scheduled monument, which means it is a nationally important archaeological site. These listed buildings do not appear on Historic England’s Buildings at Risk Register.

Grade II buildings are of special interest and Grade II* buildings are particularly important buildings of more than special interest.\textsuperscript{14}

Currently no ‘Buildings of Local Interest List’ is available for Horsford. This will be developed during the Neighbourhood Plan process.

\textsuperscript{12} Broadland District Council Landscape Character Assessment SPD September 2013

\textsuperscript{13} Britishlistedbuildings.co.uk

\textsuperscript{14} Historicengland.org.uk
3.3.4 Footpaths and Cycleways

There are several public rights of way in Horsford and these are shown in the map below. There is a cycle way from Horsford Village Hall on Holt Road linking through to Gordon Godfrey Way.

The areas of woodland within Horsford parish contain permissive paths and tracks that are well used by the public. The car parks that can be used to access the woods are shown on the map below.
3.3.5 Air Quality

Horsford Parish has no air quality management areas and no significant air quality issues.

3.3.6 Water and Flooding

Small parts of Horsford Parish are at risk of flooding from the River Hor. These areas can be seen on the map in Appendix E from the Environment Agency along with the level of risk. There is a small area of Flood Zone 2 and a small area of Flood Zone 3. The risk of flooding in the Zone 2 area is 0.1 per cent each year and the risk of flooding in Zone 3 is 1 per cent.\textsuperscript{15}

\textsuperscript{15} Environment-agency.gov.uk
Water from the River Hor and Spixworth Beck, feed into the River Bure, which goes through the Crostwick Marsh Site of Special Scientific Interest (SSSI) five kilometres downstream and into the Broads Special Area of Conservation. Consequently, impacts on water quality within the parish have the potential to impact the Crostwick March SSSI further downstream and the River Bure within the Broads Special Area of Conservation.

The parish of Horsford lays over a Secondary A Aquifer (permeable layers of rock, capable of supporting water supplies at a local scale) and drinking water protection zone. Consequently, potentially polluting developments may require pollution prevention measures for surface water, trade effluent, and off network sewage disposal.

The area is a Nitrate Vulnerable Zone, which may affect agricultural developments.

3.3.7 Minerals and Waste

A map showing the Adopted Revised Policies Map May 2016 for existing mineral and waste facilities around Horsford can be found in Appendix E.

3.4 Social Conditions

3.4.1 Community Facilities

Horsford parish is well served by several community facilities, shops, food outlets and sports club facilities. These include:

The Allotments
Horsford Primary School
Village Hall
Church Rooms
Playing Field with play equipment
Post Office
Social Club
The Brickmakers Inn
The Dog Inn
Horsford Cricket Club
Veterinary Surgery
Doctors and Pharmacy
Horsford Bowls Club
Scout hut
Horsford Dental Practice
All Saints Church
Horsford Methodist Church

Horsford has a very active community and there are a range of organisations and sports clubs in the parish. These include the 1st Horsford and St. Faiths Scout Group, The Horsford Players Amateur Dramatics Group, the Bowls Club, Coffee Morning Friends, Horsford Rainbows, Women’s Institute, Knitwits, Guides, Brownies, The Horsford News, Meals on
Wheels, the Allotment Committee, the Save Green Lane Conservation Group, the Social Club and the Youth Football Club.

Drayton Medical Practice, which includes Drayton, Horsford and St Faith’s Surgeries, has objected to Planning Application 20161770, which is a proposal for 259 dwellings, because of the impact the increase in population will have on their ability to meet patient demand.

3.4.2 Housing

There are 4072 houses in Horsford parish according to the 2011 census. Most the houses are owned 80.77 per cent, 7.39 per cent are socially rented and 10.9 per cent are privately rented.

98.9 per cent of households in Horsford parish are houses or bungalows and 49.6 per cent are detached, 40.8 per cent are semi-detached and 8.5 per cent are terraced. A total of 0.4 per cent of households are flats, maisonettes or apartments.

The property website Zoopla.co.uk suggests that the average house price in Horsford over the last 12 months was £241,191 and property prices have increased 4.01 per cent in the past year. The average asking rent is £436 per calendar month.

There is no sheltered housing or housing with care provided in Horsford. 16

New Dawn is a residential care home situated on Dog Lane in Horsford. The care home is for twenty adult residents with learning disabilities, physical disabilities and sensory impairment.

Grenville Court is a residential care home with 64 rooms for adults aged over 65.

3.4.3 Crime

Crime levels are relatively low. For the parish of Horsford from November 2015 to November 2016 there were a total of 147 crimes reported to the police.17

Horsford Parish Plan 2006/07 identified a need for an improved police service in the village including the increased use of community police officers. A Safer Neighbourhood Policing team is now in place in Horsford with specific officers and Community Support Officers dedicated to Horsford.

Horsford has an active Speedwatch team in response to concerns about speeding traffic from parishioners.

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16 A guide to sheltered housing and housing with care in the Broadland District Council area.

17 www.police.uk/norfolk
3.4.4 Deprivation

There are no significant areas of multiple deprivation within the parish (according to the English Indices of Deprivation 2015). In general terms, Broadland district doesn’t experience widespread deprivation. In the national Indices of Deprivation (IMD 2015), Broadland was within the 10 per cent least deprived areas. The Horsford LSOA (Lower Layer Super Output Area) was ranked 22,379 out of 32,844 LSOAs in England where 1 is the most deprived LSOA. This is amongst the 40 per cent least deprived neighbourhoods in the country.

3.5 ECONOMIC CONDITIONS

3.5.1 Education

Early years facilities in Horsford parish are provided by Horsford Pre-School, which is based in the village hall on Holt Road. Horsford Pre-School is a charity who are Ofsted Registered and offer childcare Monday to Friday for children aged 2 – 4 years old.

Gigletots is a Parent/carer toddler group for children aged from birth – three years old and is run by Horsford pre-school. The group is held during term time at Horsford Methodist Church on Tuesday, Wednesday and Friday mornings from 9am – 11am.

Horsford C of E VA Primary School opened on 1st September 2015 and is situated on Mill Lane on the sites of the previous Infant and Junior Schools. Reception, Year 1 and Year 2 are based in the building on the Holt Road Site and Years 3, 4, 5 and 6 are based in the Mill Lane Site.

Most secondary school aged children go to Hellesdon High School.

3.5.2 Economically active

Of the Horsford population aged 16 – 74, 77 per cent are economically active, 41 per cent are in full-time employment, 18.4 per cent are in part-time employment, 12 per cent are self-employed, 3 per cent are unemployed and 2.7 per cent are students. Horsford has a higher proportion of the population who are economically active 77 per cent, compared to Broadland 71.1 per cent and Norfolk 68.1 per cent.

Of the economically inactive population of Horsford, 11.7 per cent are retired, 3.5 per cent are looking after their home and/or family and 3.2 per cent are disabled or have long term sickness.18

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18 English Indices of Deprivation 2015
19 Communities.gov.uk Indices of Deprivation 2015 Explorer
The graph below shows the occupation of Horsford residents. Horsford has a similar range of occupations to the average for the district of Broadland, although has a higher proportion of the population in Administrative and secretarial occupations of 14.6 per cent compared to the Broadland figure of 12.6 per cent and the Norfolk proportion on 10.5 per cent.

Figure 9 Below: Occupation of Horsford residents from the 2011 Census

3.5.3 Local Businesses

The main employment areas are Horsbeck Way Industrial Estate and Holt Road Industrial Estate. There are other businesses in their individual premises. Retail premises include Horsford Newsagents, Horsford Kebab and Pizza House, Naga Indian and Bangladeshi Takeaway, Kelly’s Bakery, Spice of India, Hong Kong Takeaway, Horsford Fish Bar, The Cooperative Food, the Launderette, the Butchers and the Beauticians and Hairdressers.

3.5.4 Transport & Access

The nearest railway station to Horsford is in Norwich 10.7km.

First operate bus service 36/36B Horsford – Norwich – Long Stratton. This is a regular bus service that can be used to get into and return from Norwich City Centre. This bus service

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21 Rural Services Online
runs an outbound service from three stops in Horsford into Norwich at thirty minute intervals from Monday to Friday from 06:30 till 19:25. The return service runs at thirty minute intervals from Norwich St Stephens Street to Horsford from 07:15 until 18:49 then with one more return service leaving from Norwich City Centre at 23:10. The service on Saturdays is slightly reduced and on Sundays there are two services in at 09:07 and 10:07, returning from Norwich at 16:45 and 17:45.22

Sanders Coaches operate routes 42 and 45 that serve Horsford from Monday to Saturdays and pick up from the Brickmakers. Route 42 picks up at 7:44, 9:44 and 12:08 and returns from Norwich at 14:06, 16:41 and 18:11. Route 45 picks up from the Brickmakers and runs a service between Holt and Norwich.23

There are no taxi companies based in Horsford but there are taxi companies based in nearby Drayton and Hellesdon.

The online website www.liftshare.com provides a website for registering car sharing journeys.

Kickstart Norfolk is a charity that can provide moped and scooter loans to help people access work and training www.kickstartmopeds.co.uk.

Voluntary Norfolk run a non-emergency patient transport volunteer service. The organisation matches volunteer drivers with people needing to access medical appointments www.voluntarynorfolk.org.uk.

The Butterfly Mill development in Horsford has a residential travel plan paid for by the developer. The travel plan covers five years and aims to increase awareness of people’s travel options with the aim of reducing dependency on the private car and to improve health and fitness through walking and cycling.

As a rural parish, there is high dependency on the car. Car ownership is very high, with only 5.5 per cent of households having no car or van. 40.7 per cent of households have one car or van, 41.1 per cent of households have two, 8.6 per cent have three and 4.1 per cent have four or more cars or vans per household.24 Horsford has high car ownership levels compared to the data for Broadland and Norfolk.

Travel to work data from the 2011 census, shows that 54.54 per cent of residents of Horsford travel to work by car or van. This is higher than the 48 per cent of Broadland’s residents that travel to work by car. The other values for travel to work for Horsford are similar to the values for Broadland.

22 Firstgroup.com

23 Sanderscoaches.com

Distance travelled to work data from the 2011 census shows that the largest percentage of Horsford residents (43.4 per cent) travel between 5km – 10km which is higher than the average for Broadland residents. This is most likely to be residents travelling into work in Norwich and reflects the proximity of Horsford to the city centre.
4. Key issues (task A3)

The objective of this section of the Sustainability Appraisal Scoping Report is to identify a series of key sustainability issues in Horsford.

The issues identified and set out below are based on the review of documents set out above under task A1 and the review of baseline conditions set out under task A2.

In addition to including issues identified from tasks A1 and A2 we have included issues identified by the Sustainability Appraisal Scoping Reports for the BDC (2007 Core Strategy).

The issues set out in the table below are arranged under the following three headings:

- Environmental
- Social
- Economic

Where appropriate, SEA topics are provided in brackets to identify which parts of the table correspond to specific SEA requirements.

The issues identified provide a basis to develop a set of sustainability appraisal objectives / sustainability framework set out in the next section.
Environmental Issues (SEA topics: bio-diversity, fauna, flora, soil, water, air, climatic factors, cultural heritage, architectural and archaeological heritage, landscape)

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ENVIRONMENTAL ISSUES (SEA topics: bio-diversity, fauna, flora, soil, water, air, climatic factors, cultural heritage, architectural and archaeological heritage, landscape)

HORSFORD SPECIFIC RESEARCH (2015)

Natural environment

- There are a variety of areas of woodland and heathland in Horsford need to be protected and enhanced.
- Improvements such as improving the condition of the rides on Horsford Woods and fencing an area for grazing in the land managed by the Norwich Fringe Project are required.

Built environment

- Horsford has eight County Wildlife Sites within the Parish boundary. These County Wildlife Sites need to be protected and enhanced.
- Improvements such as improving the condition of the rides on Horsford Woods and fencing an area for grazing in the land managed by the Norwich Fringe Project are required.

Climate change

- Holt Road is the main route through the village. Consideration needs to be given to the village feel as people enter Horsford.

- Horfords has a wealth of archaeological sites and artefacts. The landscape character and heritage should be retained, reflected and enhanced.

- Broadland District Council is developing a West Broadland Green Infrastructure plan, which will identify improvements to improve connectivity and access to the parish.

- The parish has footpaths across the county boundary and these will need to be integrated into planned development and access to the countryside.

- Green spaces and green corridors will need to be integrated into planned development and include provision for walking and cycling in the northern area of Horsford parish.

- Community consultation during consultation that houses built near Horsford woods will impact on the countryside character of the parish.

- There are several species that exist in Horsford that need to be protected and enhanced.

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- There are a variety of areas of woodland and heathland in Horsford need to be protected and enhanced.
All new, and some existing, developments will need to adapt to the likely consequences of climate change through their design and locations. (ENV6)

Adapting to the effects of climate change will need to include the ability to design developments that are water efficient and recycle water resources (including high levels of water quality), which need protecting, maintaining and enhancing and re-creating where lost.

Natural environment

There is a wealth of high quality agricultural land, which makes Greater Norwich an important supplier to the food industry. This will...

Natural Resources

Water resources as Norfolk is one of the drier parts of the country. (ENV8)

All new, and some existing, developments will need to adapt to the likely consequences of climate change through their design and locations. (ENV6)

Natural, environment

There are small areas of Horsford that are at risk of surface water flooding. Further development should take these areas of flood risk into consideration and where possible reduce the risk. (ENV7)

Horsford parish includes Spixworth Beck, which flows into the Crostwick Marsh SSSI and the River Bure Special Area of Conservation. (ENV2)

Transport

The area is a Nitrate Vulnerable Zone which may affect agricultural developments (ENV11).

Horsford Parish lies over a Secondary Aquifer and drinking water protection zone. Developments that may cause pollution may require pollution protection measures for surface water, trade effluent and off network sewage disposal (EN7, ENV10, ENV11). Waste management will experience increased pressure on services to accommodate growth, supply new treatment facilities and minimise waste production overall. (EN7)

In the Parish Plan, Residents of Horsford would like improved reliability of bus services. This would enable better access to employment. (ENV1)

There is high car ownership in Horsford and high car use for travelling to work. (ENV12) Noise from helicopters using Norwich airport is an issue for residents. (SOC7)

In the Parish Plan, Residents of Horsford would like improved reliability of bus services. This would enable better access to employment. (ENV1)

There is high car ownership in Horsford and high car use for travelling to work. (ENV12)

A residential travel plan for Butterfly Mill is being undertaken. This should widen residents' knowledge of travel choices and reduce car dependency on the private car. (ENV11)
Brownfield land is in increasing short supply, particularly in rural areas, so there is pressure to make best use of sites that do exist. Intergrating landscapes distinctive into new developments, New developments will need to be integrated into the existing form and character of local areas in order to minimise the negative impacts that could be brought to the heritage of the area. Historic landscape Characterisations can provide valuable assistance for promoting the Greater Norwich and Broads areas. Greenspaces and green corridors will need to be integrated into the existing form and character of local areas in order to minimise the negative impacts that could be brought to the heritage of the area. Historic landscape Characterisations can provide valuable assistance for promoting the Greater Norwich and Broads areas.

Built environment

Water quality is important for freshwater ecosystems and as a secondary effect the angling and tourism industry. Biological and chemical water quality will need to be enhanced through land use practices, such as installing SUDS and treatment works. Cross-boundary effects are also an important consideration. Activity promoted through the LC is also likely to have an effect on areas outside its administrative boundary, such as the Broads Authority area. Water quality and biodiversity downstream will be particularly affected. Landscape character and heritage should be retained, reflected and enhanced through the designs of new developments. Pressure from new development means that a significant area of Greenbelt land may be needed for new development. Need extending.

There is generally poor status of SSSIs particularly in Norwich. Overall the quality of habitats needs to be improved and some areas need protecting, as its loss would be irreversible. Improving sustainable access to the countryside will need protecting. As loss would be irreversible. Improving sustainable access to the countryside. Making the city and urban areas greener and with increased links to the fringe areas. This will require some retrofitting of existing areas. Need protecting. As loss would be irreversible. Improving sustainable access to the countryside. Making the city and urban areas greener and with increased links to the fringe areas. This will require some retrofitting of existing areas.
New developments in all sectors, land uses and activities will need to minimise their carbon emissions. The growth in popularity of

Norwich and Norfolk’s carbon footprints are currently unsurpassed, and promoting adaptable lifestyles will be necessary to reduce
development, such as a hydrogen energy sector.

Renewable energy solutions for the area will be essential and should be sought in order to minimise the use of carbon-burning

New construction can have negative impacts on existing development, town and cityscape from noise, air quality and dust.

Indirect impacts on the built environment could arise from the additional pressures of development and climate change.

Measures should be taken to enhance the historic core of Norwich and other distinctive heritage features. By making them able to

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New aspects of change could bring benefits e.g. more walkable.

Some aspects of retrofitting existing development, such as improving energy efficiency in private sector housing, dual carriageway traffic

Climate change:

Climate change threatens the long-term future of some habitats and species; their capacity to withstand these changes must be

Withstand development pressures arising in the immediate future, such as traffic growth.

Measures should be taken to enhance the historic core of Norwich and other distinctive heritage features. By making them able to

Norwich and Norfolk is one of the dryer parts of the country.

Some aspects of change could bring benefits e.g. more walkable.

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### Transport:

- Efforts should be made to treat and use contaminated land as a priority for restoration, provided it won't present health risks.
- Waste management will experience increased pressure on services to accommodate growth. Supply new treatment facilities and ensure that existing and new developments are resource efficient.
- The use of aggregates captured from recycled construction material.
- Greater Norwich should consider the impact on catchment reserves.
- Water supplies must be sufficiently able to service new developments and new designs of development must conserve water use as much as possible and seek to reduce the water use throughout the area.
- The rechargeable loss of quality soil resources should be minimised.
- Water quality must be enhanced given the rise in phosphate levels that are occurring in water courses.
- Supply, air quality, energy and minerals use.
- There is increasing pressure on the natural resources needed to facilitate new development, which will impact on water quality and transport movements associated with minerals, waste and other service provision will need to be minimised.

### Natural Resources:

- Airport use will also need to be reassessed through carbon-saving elsewhere.
- Minerals efficiency will need to be improved to minimise the environmental impact of extraction and processing, including increasing the use of aggregates captured from recycled construction material.
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### Natural Resources:

- Airport use will also need to be reassessed through carbon-saving elsewhere.
The population of Horsford is likely to increase. The call for sites for the Greater Norwich Local Plan may result in more sites allocated for development and this will require an expansion of services and facilities. (SOC1, SOC7, SOC8)

Reducing the environmental impact of individuals will be important in creating a sustainable community. (SOC7, SOC8)

The importance of retaining the Post Office was identified. (SOC8)

The need for local shops in new developments was identified. (SOC8)

Community consultation identified the need for larger doctor’s surgeries if there are no appointments available in Horsford. This is not an option with limited transport options. (SOC7, SOC8, SOC9)

Community consultation identified the need for a larger doctor’s surgery in Horsford as the population increases. This is supported by Drayton Medical Practice’s response to planning application 20161770. (SOC8)

There is concern that as the village grows, the infrastructure and services required will not be able to accommodate population growth. (ENYA, SOC3)

As Horsford Parish grows, there is a need to promote healthy lifestyles, particularly through the design of, and access to, new developments. (ENYA, SOC3)

Concern identified through community consultation that the growth of Horsford will result in the village becoming a suburb of Norwich. (SOC8)

Vehicle and pedestrian traffic is an issue for residents. (SOC7)

The population of Horsford is likely to increase. The call for sites for the Greater Norwich Local Plan may result in more sites allocated for development.
Leisure, culture & recreation

Community consultation identified the need for more cycle routes within the village and cycle paths links to Hellesdon. (ENV, SOC)

Community consultation identified the need for fewer vehicles through the village. (SOC, SOC)

Community consultation identified the need for a cycle path access to Marriotts Way. (SOC, SOC)

Road closures leading to increasing volumes of traffic in Horstord. (SOC)

Traffic Management and speeding issues were raised regarding the construction of the Northern Distributor Road and the resultant

through community concerns were raised regarding the construction of the Northern Distributor Road and the resultant

Traffic Management and speeding issues were raised related to the Parish Plan. (SOC, SOC)

Improving access to jobs, services and facilities by public transport and reducing the need to travel by private car. (ENV, SOC)

Transport

There is strong community support for a range of housing not just family homes. (SOC, SOC)

There is strong community support for the need for sheltered accommodation. (SOC, SOC)

Consultation (SOC)

There is a need to provide a sufficient and appropriate mix of housing types to meet the needs. This was identified through community

There is a variety of housing tenure in Horstord, with a significant amount of owner-occupied. (SOC, SOC)

The initial community consultation identified the need to have controls on housing density. (SOC)

Housing

Horstord Primary School is on two sites. Community consultation identified the need for the Primary School to be on one site. (SOC)

As Horstord grows, additional places will be required in Horstord Primary School (SOC)

Education

Access to Horstord Woods is an essential part of community life in Horstord and this needs to be maintained and enhanced. (SOC)

Community consultation identified the need for more facilities for indoor and outdoor recreation for all ages. (SOC, SOC)

Community consultation identified the need for improved and fenced play spaces. (SOC, SOC, SOC)

Leisure, culture & recreation

Sustainability Appraisal Scoping Report
Horstord Neighbourhood Plan
Improved bus services are required. This includes more buses in the evenings and on Sundays. (ENV1, SOC8)

More crossing points on Holt Road are required. (SOC8)

There was strong community support for re-routing articulated lorries. (SOC7)

There is a wealth of natural assets and ecology (including high levels of water quality), which need protecting, maintaining and enhancing, and re-creating where lost.

Deprivation is generally heightened in urban areas, but also affects significant pockets of rural communities.

Deprivation affects certain sectors of the community in many different ways, including distinct variations between urban and rural areas.

Deprivation: Reducing deprivation includes:
- Reducing the environmental impact of individuals will be important in maintaining sustainable communities.
- The proportion of the population for whom English is their second language is increasing. This is likely to have implications for the future.
- The proportion of populations from other areas in the region, and nationally and internationally, is increasing due to demand for housing.
- In-migration of populations from other areas in the region, and nationally and internationally, is increasing due to demand for housing.
- There is a wealth of natural assets and ecology (including high levels of water quality), which need protecting, maintaining and enhancing, and re-creating where lost.

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<td>- Localised health facilities, such as cottage hospitals, could be more viable and provide an essential service to new growth, particularly in...&lt;br&gt; - Providing permanent sites for Gypsy and traveller groups will lead to better access to health care facilities as well as education.&lt;br&gt; - Traffic can have negative health impacts across the area, and these should be mitigated against, such as if the airport expands.&lt;br&gt; - Clean and energy efficient transport systems through integrated technology and policy based measures.&lt;br&gt; - Air Quality Management Areas should be mitigated and the impact of congestion and localised emissions concentrations should be reduced through traffic management schemes. Projects such as the CIVITAS Initiative can help cities to achieve a more sustainable, more health infrastructure, and better access to health facilities is needed for all communities.&lt;br&gt; - More health infrastructure, and better access to health facilities is needed for all communities.&lt;br&gt; - The need to promote healthy lifestyles, particularly through the design of, and access to, new developments.</td>
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<td>Access to services</td>
<td>- The Greater Norwich Population Dispersal has a District, rural and urban fringe spilt, which has implications for accessing services. Providing permanent sites for Gypsy and traveller groups will lead to better access to health care facilities. &lt;br&gt; - The population is rather dispersed, the roles of towns and local settlements will be important in order to cater for people’s needs. &lt;br&gt; - Difficulties in accessibility should not be allowed to restrict training opportunities, as this would have economic impacts for the future.</td>
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<td>Social exclusion</td>
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### Sustainability Appraisal Scoping Report

**Education**

- Ensuring the viability of educational services in rural areas will be increasingly difficult as populations in these areas become more concentrated.
- There are varying levels of attainment across the area; generally lower levels are experienced in the urban area and among older people.

**Leisure, culture and recreation**

- Need to provide access to a good range of cultural and leisure facilities, including improved access to the countryside and local green areas.

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<td>Imposing community identity and well-being will be needed to help reduce anti-social behaviour and increase the feel of local ownership of an area.</td>
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**Leisure, culture and recreation**

- Need to provide access to a good range of cultural and leisure facilities, including improved access to the countryside and local green areas.

**Education**

- Ensuring the viability of educational services in rural areas will be increasingly difficult as populations in these areas become more concentrated.

**Crime**

- Some higher crime levels exist in the urban areas, particularly in the more deprived wards.
There is a need to improve the opportunities to walk and cycle and use open space provisions as a means of recreation and for leading a more sustainable lifestyle.

- Improving the accessibility to services and facilities for those who wish to walk and cycle.
- Improving the accessibility to services and facilities for those who wish to travel by private car.
- Providing appropriate transport infrastructure.
- Improving access to jobs, services and facilities by public transport and reducing the need to travel by private car.

Transport

- More effective use of the existing housing stock, such as returning vacant homes to beneficial use, could increase access to housing.
- Gypsies and Travellers should also benefit from a measured provision of sites across Greater Norwich and be treated equally.
- The potential for providing new affordable homes must be maximised in each development proposal.
- The need to improve the quality of new and existing housing stock.
- The affordability of new housing stock needs to be at a level that will ensure that local communities and key workers can access their local housing markets.
- There is an increasing gap between house prices and income levels, particularly in South Norfolk and Broadland.
- The need to improve the quality of new and existing housing stock.

Housing

- There is a need to provide an appropriate and affordable mix of housing types and tenures to meet the needs of all and reduce the number of households in unsuitable accommodation, for example Norwich may prove to contain too many flats and not enough family units.
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- As in-migration rises there may be a need to improve educational opportunities within communities.
- Links between lower educational attainment, worklessness and deprivation need to be addressed.
- Opportunities for lifelong skills and training need to be encouraged in order to "up-skill" the overall workforce.
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ECONOMIC ISSUES

Horsford already has good local employment opportunities including those at Horsbeck Way Industrial Estate and Holt Road Industrial Estate and walking and cycling. Knowledge of sustainable travel options should improve sustainable access to services and employment opportunities (SOC6, ECON2).

The Parish has a planning application for 259 homes. Further sites could be allocated through the Greater Norwich Local Plan, for which a call for sites has already been completed (ECON2, ECON3).

A Horsford brownfield community consultation identified the need to provide employment opportunities within Horsford including more shops, a petrol station, a café and accommodation for small and medium sized businesses (SOC6, SOC8, ECON1).

Horsford Neighbourhood Plan at Butterly Mill should increase residents’ travel choices and increase public transport use and walking and improved bus services in the evening and weekends would help Horsford residents access employment opportunities in Holt and Norwich (SOC6, SOC8).}

Transport Infrastructure

Increasing the provision on jobs in local areas will increase local economic growth and prosperity, so local jobs provision should be encouraged (ECON1).

Community consultation identified the need for less traffic on Holt Road and improved crossing points to access services (ECON1).

Community consultation identified the need for more parking at the Church and at local shops (ECON1).

Improved bus services in the evening and weekends would help Horsford residents access employment opportunities in Holt and

Transport

The Northern Distributer Road is being constructed through the southern end of Horsford parish. This may increase accessibility to employment opportunities and improve access to services (SOC6, ECON1).
Growth:

- There is a generally diverse, successful and growing economy, with a strong Research and Development industry.
- There is a focus of employment provision in the city, with a smaller, growing importance of areas outside the city.
- Currently, there is an emphasis towards large employers being located in the City, and small employers in Broadland and South Norfolk.
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Skills

- Improved energy savings, development of the renewable energy sector, and through enterprises such as eco-tourism.

- An environmentally-sustainable economy can be developed through a general reduction in food and business mile generation.

- Improved job opportunities for those in rural areas where local employment opportunities may not be as readily available.

- Links to regional, national and international transport networks should be maximised for their ability to bring growth and investment on the private car.

- Reducing the need to travel, and building community cohesion, will be important in reducing the dependency on the private car.

- Providing job opportunities closer to centres of population, particularly in the rural areas, will be important in reducing the dependency on the private car.

- Access to job needs to be improved, particularly for those in rural areas where local employment opportunities may not be as readily available.

- There is an unbalanced workforce, as graduates take up intermediate jobs and so present difficulties for those with lower qualifications.

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- Infrastructural and training opportunities.

Deprivation

- Deprivation affects certain sectors of the community in many different ways, including distinct variations between urban and rural areas.

- Deprivation is generally heightened in urban areas, but also affects significant pockets of rural communities.

- Deprivation affects certain sectors of the community in many different ways, including distinct variations between urban and rural areas.

- Skills

- Greater Norfolk workforce.

- Promoting the knowledge economy will be a key influence in the growth of Greater Norwich and will require support through business infrastructure and training opportunities.

- Improving the levels of educational attainment among school leavers will be a vital part of improving the skills and training of the workforce.

- The knowledge economy needs to be able to develop an environmentally-friendly sector that helps provide localised training to provide sustainable construction skills.

- Skills for creating sustainable communities, such as sustainable construction skills.

- Education and attainment

- Income deprivation

- Health and environmental quality

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- Crime

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Crime

- The rural areas, to relieve pressure on the major hospitals,
- Localsied health facilities such as cottage hospitals, could be more viable and provide an essential service to new growth, particularly in
- Providing emergency sites for Gypsy and Traveller Groups will lead to better access to health care facilities as well as education.
- Traffic can have negative health impacts across the area and these should be mitigated against, such as if the airport expands.

- Air Quality Management Areas should be mitigated and the impacts of congestion and localised emissions concentrations should be
- Addressing the links between lower levels of health and higher deprivation will help to reduce social inequalities.
- Health

- More health infrastructure, and better access to health facilities, is needed for all communities.
- The need to promote healthy lifestyles, particularly through the design of, and access to, new developments.

Access to services:

- If the house price - income ratio continues to widen, home owners will have less disposable income as mortgages/rents increase.
- Reducing levels of unemployment will help reduce poverty and inequality and improve home affordability.

Social exclusion

- Difficulties in accessibility should not be allowed to restrict learning opportunities, so this would have economic impacts for the future.
- Access to higher education establishments is problematic for pupils in the more rural areas were public transport links are poor.
- The population of this includes building homes to reflecting homes standards as well as providing specialised accommodation.

- Services must be provided for an increasingly ageing population, and all services must take into account the rising levels of disability in
- The Greater Norwich population dispersal has a distinct urban, rural and urban-rural fringe split, which has implications for accessing

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Health

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- Reducing levels of unemployment will help reduce poverty and inequality and improve home affordability.
Improving community identity and welfare will be needed to help to reduce anti-social behaviour and increase the feel of local ownership of an area.

Reducing anti-social behaviour will be closely associated with managing the evening economy.

Building-up community cohesion will increase the ability of local community-based events and facilities, and improve local democracy.

Opportunities for lifelong skills and training need to be encouraged in order to up-skill the overall workforce.

Ensuring the viability of educational services in rural areas will be increasingly difficult as populations in those areas become collectively older.

There are varying levels of attainment across the area; generally lower levels are experienced in the urban area and amongst older people.

There is a need to provide access to a good range of cultural and leisure facilities, including improved access to the countryside and local green space.

Lifelong learning can also utilise cultural facilities and provision of community centres where community capacity and neighbourhood identity can be promoted.

An emphasis on good design of new facilities will ensure that communities can benefit from improved standards and it will bring some more identity and community involvement in the area.

Towns and village centres should be retained and encouraged as a focus point of a hub of community activity, particularly in response to be able to local tourism-related development linking cultural, social and economic aspects.

Tourism can play an important part in building-up cultural awareness and also for providing jobs and business growth. Support should.

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More sustainable lifestyle.

- Links between lower educational attainment, workplace qualifications and deprivation need to be addressed.

- As in-migration rises there may be a need to improve educational opportunities within communities.

- Improving the accessibility to services and facilities for those who wish to walk and cycle.

- Providing appropriate transport infrastructure.

- Improving access to jobs, services and facilities by public transport and reducing the need to travel by private car.

- Housing

- There is a variety of housing tenure across the area, with significantly more owner-occupation outside Norwich City.

- There is a need to provide a sufficient and appropriate mix of housing types and tenures to meet the needs of all and reduce the number of households in unsuitable accommodation, for example narrow and unventilated flats and houses.

- The need to improve the quality of new and existing housing stock.

- The potential for providing new affordable homes must be maximised in each development proposal.

- More effective use of the existing housing stock, such as returning vacant homes to beneficial use, could increase access to housing.

- Local housing markets.

- There is a need to improve the diversity of new and existing housing stock.

- The affordability of new housing stock needs to be at a level that will ensure that local communities and key workers can access their local housing markets.

- The need to improve the quality of new and existing housing stock.

- The need to improve access to jobs, services and facilities by public transport and reducing the need to travel by private car.

- Transport

- Improving access to jobs, services and facilities by public transport and reducing the need to travel by private car.

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- Providing appropriate transport infrastructure.

- Improving the accessibility to services and facilities for those who wish to walk and cycle.
5. Sustainability appraisal framework

(task A4)

A framework of objectives, key questions for decision making criteria and indicators have been developed to cover a broad range of environmental, social and economic factors.

These are based on the SA framework prepared for the Broadland, Norwich & South Norfolk Joint Core Strategy and uses the same Environmental, Economic and Social objectives. This, in turn, was informed by the ODPM guidance: Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents (2005).

The Sustainability Appraisal Framework can be found in Appendix H.

**Figure 10 below: Sustainability objectives**

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Reference</th>
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<td><strong>Environmental</strong></td>
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<tr>
<td>To reduce the effect of traffic on the environment</td>
<td>ENV1</td>
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<tr>
<td>To improve the quality of the water environment</td>
<td>ENV2</td>
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<tr>
<td>To improve environmental amenity, including air quality</td>
<td>ENV3</td>
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<tr>
<td>To maintain and enhance biodiversity and geodiversity</td>
<td>ENV4</td>
</tr>
<tr>
<td>To maintain and enhance the quality of landscapes, townscapes and the historic environment</td>
<td>ENV5</td>
</tr>
<tr>
<td>To adapt to and mitigate against the impacts of climate change</td>
<td>ENV6</td>
</tr>
<tr>
<td>To avoid, reduce and manage flood risk</td>
<td>ENV7</td>
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<tr>
<td>To provide for sustainable uses and sources of water supply</td>
<td>ENV8</td>
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<tr>
<td>To make the best use of resources, including land and energy</td>
<td>ENV9</td>
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<tr>
<td>To minimise the production of waste</td>
<td>ENV10</td>
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<tr>
<td>To conserve soil resources and quality</td>
<td>ENV11</td>
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<tr>
<td><strong>Social</strong></td>
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<tr>
<td>To reduce poverty and social exclusion</td>
<td>SOC1</td>
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<td>SOC3</td>
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<tr>
<td>To provide the opportunity to live in a decent, suitable and affordable home</td>
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<tr>
<td>To build community identity, improve social welfare, and reduce crime and anti-social activity.</td>
<td>SOC5</td>
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<tr>
<td>To offer more opportunities for rewarding and satisfying employment for all</td>
<td>SOC6</td>
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<tr>
<td>To improve the quality of where people live</td>
<td>SOC7</td>
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<tr>
<td>To improve accessibility to essential services, facilities and jobs</td>
<td>SOC8</td>
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<tr>
<td><strong>Economic</strong></td>
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<tr>
<td>To encourage sustained economic growth</td>
<td>ECON1</td>
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<td>----------------------------------------</td>
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<tr>
<td>To encourage and accommodate both indigenous and inward investment</td>
<td>ECON2</td>
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<tr>
<td>To encourage efficient patterns of movement in support of economic growth</td>
<td>ECON3</td>
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<tr>
<td>To improve the social and environmental performance of the economy</td>
<td>ECON4</td>
</tr>
</tbody>
</table>
6. Consulting on the SA Scoping Report (task A5)

This SA Scoping Report will be open to comment from various stakeholders with an interest in the effects of the NP.

It is important to ensure that key organisations can play a part in the on-going Sustainability Appraisal process and help the emerging development plans consider the wide variety of factors identified through the scoping process. In accordance with the Strategic Environmental Assessment Directive, the Scoping Report will be available for consultation for a minimum of five weeks, and will be specifically open to consultation by three statutory bodies, and others as deemed appropriate.

The three statutory bodies consulted on the Scope of the Sustainability Appraisal will be:

- Natural England
- Historic England
- Environment Agency

In addition, the Scoping Report will be sent to:

- Broadland District Council
- Norfolk County Council

The document will be available on the internet for public viewing.

The framework devised through the SA Scoping Report will play a significant role in developing policies within the emerging NP. Its application will be documented in an SA Report as part of Stages B and C following the completion of the consultation process on this Scoping Report (Stage A).

This report will document how the SA process has been accounted for throughout the development of the different policy options considered during the production of the NP.
Appendices
Appendix A

Horsford Location map

Source: Parish Online mapping

Red circle denoting approximate location of Horsford parish.
Appendix B

Horsford Neighbourhood Plan Area

Source: Broadland District Council

The red line denotes Horsford’s Parish Boundary.
Appendix C

Policies Map 3 of 8
Submit sites for development being considered in Horsford for the Greater Norwich Local Plan. Source: Broadland District Council
Appendix E

Horsford Risk of Flooding

The Map is from www.watermaps.environment-agency.gov.uk
APPENDIX G

Norfolk County Council’s Northern Distributor Road map and planting scheme.
<table>
<thead>
<tr>
<th>Framework</th>
<th>Sustainability Appraisal Scoping Report</th>
<th>Appendix H</th>
<th>Sustainability Appraisal Framework</th>
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<td>ENV1 – To reduce the effect of traffic on the environment</td>
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</table>
ENV3 – To improve environmental amenity, including air quality.

Will it improve air quality and reduce the emission of atmospheric pollutants?
Look to decrease the number of designated Air Quality Management Areas and the concentration of air pollutants.

ENV4 – To maintain and enhance biodiversity and geodiversity.

Will it conserve/enhance natural or semi-natural habitats, species diversity and promote habitat connections?
Is it likely to have a significant effect on sites designated for international, national or local importance?
Look at changes in the conditions of SSSIs, CWS and natural / semi-natural habitats.
Number of planning permissions likely to have an adverse impact on the environment?
Will it protect and enhance biodiversity and geodiversity?

ENV5 – To maintain and enhance the quality of landscapes, townscapes and the historic environment.

Will it protect and enhance the quality of landscapes, townscapes and countryside character, including the character of the Broads and its setting where relevant?
Will it maintain and enhance the distinctiveness of the landscapes/townscapes and heritage?
Will it reduce the amount of derelict, underused land?
Will it protect and enhance features of historical, archaeological and cultural value?
Number of listed building consents granted.
Increase in the number of new developments on previously developed land.
Increase in areas placed into Environmentally Sensitive Areas Schemes.
Number of planning approvals within the setting of a listed building that are assessed as either positive or neutral to the significance of the listed building.

ENV6 – To adapt to and mitigate against the effects of climate change.

Will it reduce emissions of greenhouse gases?
Decrease in Total CO2 emissions per capita (million tonnes).
| ENV7 – To provide for sustainable uses of water supply. | Will it conserve groundwater? | Will it conserve water use? | Will it improve water quality? |
| ENV8 – To provide for sustainable uses of water supply. | Will it conserve water use? | Will it improve water quality? | Will it conserve groundwater? |
| ENV9 – To make the best use of resources, including land and marine food risk. | Will it minimise the risk of flooding? | Will it provide for sustainable uses of water supply? | Will it conserve water use? |
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- Will more energy needs be met from renewable sources?
- Will it increase the capacity of the area to withstand the effects of climate change, minimising risks to lives, land and property?
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- Will more energy needs be met from renewable sources?
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<tr>
<th>Workforce qualifications</th>
<th>Percentage of school leavers above NVQ level of population with working age population</th>
<th>Will it lead to less waste being produced and/or promoting more recycling and composting?</th>
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</thead>
<tbody>
<tr>
<td>SOC2 – To maintain and improve quality of life and promote healthy lifestyles</td>
<td>Workforce qualifications and skills for both existing and new communities</td>
<td>(by improving and retaining infrastructure as provided for) Workforce qualifications and skills</td>
</tr>
<tr>
<td>SOC3 – To improve education and skills</td>
<td>Adequate education and training for workforce</td>
<td>Will it increase waste recovery for existing and new communities?</td>
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<tr>
<th>Percentage of working age population claiming benefits</th>
<th>Will it reduce poverty, deprivation, exclusion and social exclusion?</th>
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<tr>
<td>Percentage of working age key benefit claimants households children living in low-income areas</td>
<td>Will it improve access to high quality health facilities for existing and new communities?</td>
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<tr>
<td>Reduce the percentage of population claiming benefits</td>
<td>Will it encourage healthy lifestyles?</td>
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<tr>
<td>Will it improve access to high quality health facilities for existing and new communities?</td>
<td>Will it increase Life expectancy of residents?</td>
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<th>Will it reduce poverty and social exclusion in those areas?</th>
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<tr>
<td>Will it increase waste recovery for existing and new communities?</td>
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<tr>
<td>SOC2 - To Improve the Live quality of Where people live</td>
<td>Will links between lower levels of education and deprivation be addressed?</td>
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<tr>
<td>SOC3 - To Offer more employment for all, rewarding and satisfying opportunities for all</td>
<td>Will it increase the range of types, sizes and affordability of housing for all social groups?</td>
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<tr>
<td>SOC4 - To Build a decent, affordable and safe home</td>
<td>Will it encourage engagement in community activities contributing to a mixed and balanced community?</td>
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<tr>
<td>SOC5 - To Build community identity, improve social welfare, and reduce crime and anti-social activity.</td>
<td>Will it encourage engagement in community activities contributing to a mixed and balanced community?</td>
</tr>
<tr>
<td>SOC6 - To Offer more opportunities for rewarding and satisfying employment for all.</td>
<td>Will it reduce unemployment overall?</td>
</tr>
<tr>
<td>SOC7 - To Improve the Live quality of Where people live</td>
<td>Will links between lower levels of education and deprivation be addressed?</td>
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<tr>
<td>Sustainability</td>
<td>Economic</td>
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<td><strong>SOC8</strong> – To improve accessibility for all residents</td>
<td><strong>EC1</strong> – To encourage sustained economic growth and to assist in strengthening the local economy</td>
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<tr>
<td>Will it improve the satisfaction of people with their neighbourhoods?</td>
<td>Will it encourage and improve economic performance across the Partnership?</td>
</tr>
<tr>
<td>Increase in the percentage of public housing stock built to the standard of the Code for Sustainable Homes (pending)</td>
<td>Will it improve economic viability, competitiveness and enhance development?</td>
</tr>
<tr>
<td>Look for increase in number of small businesses</td>
<td>Will it increase accessibility to key services and facilities (including health, education, leisure, open space, the countryside and community facilities)?</td>
</tr>
<tr>
<td><strong>SOC6</strong> – To improve accessibility to jobs and services and facilitate the essential jobs, facilities and services</td>
<td>Look for increase in the percentage change in the total number of VAT registered businesses</td>
</tr>
<tr>
<td>Will it improve access to work and reduce average distance travelled to the workplace by residents or reduce average distance to work by public transport?</td>
<td>Will it reduce reliance on the private car?</td>
</tr>
<tr>
<td>Improve the accessibility of public transport?</td>
<td>Will it improve access to jobs and reduce reliance (and carbon? ) on the private car?</td>
</tr>
<tr>
<td>Will it improve the satisfaction of people with their neighbourhoods?</td>
<td><strong>EC8</strong> – To improve accessibility to essential facilities, services and local services and facilities.</td>
</tr>
<tr>
<td>Increase average distance travelled to the workplace by residents</td>
<td>Look for increase in the percentage of residents who travel to work by public transport; foot or cycle.</td>
</tr>
</tbody>
</table>
### EC3 – To encourage diversification

| What will the Plan do?                                                                                       | Categories - Economic Growth                                                                 |
|________________________________________________________________________________________________________|---------------------------------------------------------------------------------------------|
| Will it support/encourage diversification?                                                                   | Economic Growth                                                                             |
| Will provision be located to serve urban and rural residents?                                               | Economic Growth                                                                             |
| Where would employment provision best be located to serve urban and rural residents?                       | Economic Growth                                                                             |
| Increase amount of various employment development on previously developed land                              | Economic Growth                                                                             |
| Will it support provision of key communications infrastructure?                                             | Economic Growth                                                                             |
| Residuals travelled to the workplace by reduce average distance journeys                                      | Economic Growth                                                                             |
| Reduce average distance journeys                                                                            | Economic Growth                                                                             |
| Cycle; and reduce private car journeys; or public transport; foot or                                        | Economic Growth                                                                             |
| residents who travel to work                                                                                  | Economic Growth                                                                             |
| Will it improve accessibility to work, articulated by public transport; walk, cycling, and                  | Economic Growth                                                                             |
| economic growth; support/encourage diversity?                                                                | Economic Growth                                                                             |

### EC4 – To improve the economy, performance of the local economic and social environment

| What will the Plan do?                                                                                       | Categories - Economic and Social Environment, Economic Growth                               |
|________________________________________________________________________________________________________|---------------------------------------------------------------------------------------------|
| Will it reduce the impact on the environment from businesses?                                               | Economic Growth                                                                             |
| Will it attract new investment and residents from business?                                                 | Economic Growth                                                                             |
| Will existing business and skills workers to the area?                                                      | Economic Growth                                                                             |
| Will it reduce the impact on the environment from businesses?                                               | Economic Growth                                                                             |
| Will it reduce the impact on the economy?                                                                   | Economic Growth                                                                             |
| Increase the percentage of residents who travel to work by public transport, foot or cycle; and reduce      | Economic Growth                                                                             |
| Will it support provision of key communications infrastructure?                                             | Economic Growth                                                                             |
| Residuals travelled to the workplace by reduce average distance journeys                                      | Economic Growth                                                                             |
| Reduce average distance journeys                                                                            | Economic Growth                                                                             |
| Cycle; and reduce private transport journeys; or public transport; foot or                                   | Economic Growth                                                                             |
| residents who travel to work                                                                                  | Economic Growth                                                                             |
| Will it improve accessibility to work, articulated by public transport; walk, cycling, and economic growth; | Economic Growth                                                                             |
| and key transport interchanges?                                                                             | Economic Growth                                                                             |
| Will it reduce journey times                                                                                  | Economic Growth                                                                             |
| Will it improve the performance of the economy?                                                             | Economic Growth                                                                             |
| Will it improve efficiency and sustainability of freight and key transport investments?                    | Economic Growth                                                                             |
| Will it support provision of key communications infrastructure?                                             | Economic Growth                                                                             |

### EC5 – To improve the environmental performance of the local economy

| What will the Plan do?                                                                                       | Categories - Economic and Social Environment, Economic Growth                               |
|________________________________________________________________________________________________________|---------------------------------------------------------------------------------------------|
| Where would employment provision be located to serve urban and rural residents?                            | Economic Growth                                                                             |
| Increase amount of various employment development on previously developed land                              | Economic Growth                                                                             |
| Will it support provision of key communications infrastructure?                                             | Economic Growth                                                                             |
| Residuals travelled to the workplace by reduce average distance journeys                                      | Economic Growth                                                                             |
| Reduce average distance journeys                                                                            | Economic Growth                                                                             |
| Cycle; and reduce private transport journeys; or public transport; foot or                                   | Economic Growth                                                                             |
| residents who travel to work                                                                                  | Economic Growth                                                                             |
| Will it improve accessibility to work, articulated by public transport; walk, cycling, and economic growth; | Economic Growth                                                                             |
| and key transport interchanges?                                                                             | Economic Growth                                                                             |
| Will it reduce journey times                                                                                  | Economic Growth                                                                             |
| Will it improve the performance of the economy?                                                             | Economic Growth                                                                             |
| Will it improve efficiency and sustainability of freight and key transport investments?                    | Economic Growth                                                                             |
| Will it support provision of key communications infrastructure?                                             | Economic Growth                                                                             |

### EC6 – To ensure the Plan supports key employment areas

| What will the Plan do?                                                                                       | Categories - Economic and Social Environment, Economic Growth                               |
|________________________________________________________________________________________________________|---------------------------------------------------------------------------------------------|
| Will it reduce the impact on the environment from businesses?                                               | Economic Growth                                                                             |
| Will it attract new investment and residents from business?                                                 | Economic Growth                                                                             |
| Will existing business and skills workers to the area?                                                      | Economic Growth                                                                             |
| Will it reduce the impact on the economy?                                                                   | Economic Growth                                                                             |
| Increase the percentage of residents who travel to work by public transport, foot or cycle; and reduce      | Economic Growth                                                                             |
| Will it support provision of key communications infrastructure?                                             | Economic Growth                                                                             |
| Residuals travelled to the workplace by reduce average distance journeys                                      | Economic Growth                                                                             |
| Reduce average distance journeys                                                                            | Economic Growth                                                                             |
| Cycle; and reduce private transport journeys; or public transport; foot or                                   | Economic Growth                                                                             |
| residents who travel to work                                                                                  | Economic Growth                                                                             |
| Will it improve accessibility to work, articulated by public transport; walk, cycling, and economic growth; | Economic Growth                                                                             |
| and key transport interchanges?                                                                             | Economic Growth                                                                             |
| Will it reduce journey times                                                                                  | Economic Growth                                                                             |
| Will it improve the performance of the economy?                                                             | Economic Growth                                                                             |
| Will it improve efficiency and sustainability of freight and key transport investments?                    | Economic Growth                                                                             |
| Will it support provision of key communications infrastructure?                                             | Economic Growth                                                                             |

### EC7 – To maintain and improve the local economic and social environment

| What will the Plan do?                                                                                       | Categories - Economic and Social Environment, Economic Growth                               |
|________________________________________________________________________________________________________|---------------------------------------------------------------------------------------------|
| Will it reduce the impact on the environment from businesses?                                               | Economic Growth                                                                             |
| Will it attract new investment and residents from business?                                                 | Economic Growth                                                                             |
| Will existing business and skills workers to the area?                                                      | Economic Growth                                                                             |
| Will it reduce the impact on the economy?                                                                   | Economic Growth                                                                             |
| Increase the percentage of residents who travel to work by public transport, foot or cycle; and reduce      | Economic Growth                                                                             |
| Will it support provision of key communications infrastructure?                                             | Economic Growth                                                                             |
| Residuals travelled to the workplace by reduce average distance journeys                                      | Economic Growth                                                                             |
| Reduce average distance journeys                                                                            | Economic Growth                                                                             |
| Cycle; and reduce private transport journeys; or public transport; foot or                                   | Economic Growth                                                                             |
| residents who travel to work                                                                                  | Economic Growth                                                                             |
| Will it improve accessibility to work, articulated by public transport; walk, cycling, and economic growth; | Economic Growth                                                                             |
| and key transport interchanges?                                                                             | Economic Growth                                                                             |
| Will it reduce journey times                                                                                  | Economic Growth                                                                             |
| Will it improve the performance of the economy?                                                             | Economic Growth                                                                             |
| Will it improve efficiency and sustainability of freight and key transport investments?                    | Economic Growth                                                                             |
| Will it support provision of key communications infrastructure?                                             | Economic Growth                                                                             |