

APPENDIX C

Preferred Allocations in Harling

Land to the north of Kenninghall Road, adjacent East Harling Primary School.

POLICY H1:

Land amounting to approximately 1.5 hectares is allocated for a residential development, averaging 30 dwellings per hectare, of approximately 40 dwellings. A minimum of 0.08 hectares of children's play space will be provided along with related landscaping and facilities. Development will be subject to compliance with adopted Core Strategy policies and:

- i. provision of access to the site from Kenninghall Road, along with widening of this carriageway;
- ii. retention and enhancement of perimeter hedgerows and trees, and retention of hedgerow on the site which lies in close proximity to the south-west corner;
- iii. provision of significant internal open space, hedgerows and tree planting within the site;
- iv. provision of low-density housing to maintain the rural character of the area;
- v. provision of pedestrian access along Kenninghall road,

Description

The preferred site forms part of a wider site [042]012 that comprised a large area of arable land with a single dwelling to the south, the totality of which was capable of accommodating approximately 319 dwellings to the east of Harling. Approximately 40 new dwellings are required in Harling and it is proposed that the southern section of the site (which lies adjacent to Kenninghall Road) is identified for residential development due to concerns from the highway authority regarding vehicular access on to Quidenham Road to the north. The average development density will be 30 dwellings per hectare on the site. Significant landscaping can be found around the boundary and within the site that is to be retained and enhanced. Immediately adjacent to the west of the site is East Harling Primary School. To the north-west of the site lies residential development and to the east of the site is arable land. On the opposite side of Quidenham Road lies an historic landfill site.

Constraints

There are substantial trees and hedgerows along the majority of the major boundaries of the site and a substantial hedgerow within the site can be found, enclosing the south-western corner. Although there are currently no Tree Preservation Orders (TPO's) on or adjacent to the site, some trees are worthy of preservation/ retention. Furthermore, there is currently a large dwelling near to the southern boundary of the site which could impact upon the way the site is developed.

The site lies within a landscape described as moderately sensitive by the Breckland District Settlement Fringe Landscape Assessment. According to this document, development on the site should be of low density.

The Breckland Strategic Flood Risk Assessment identifies a history of sandbag deliveries along the southern boundary of the site, adjacent to Kenninghall Road, although it is not considered that there is a risk of flooding that may affect the site.

The Highways Authority considers that the desirability of vehicular access to Quidenham Road is doubtful and therefore access should be taken from King Street/Kenninghall Road. However, carriageway widening and further footway provision on this road would need to be provided from land within the site.

Norfolk County Council stated that it is less than 400m from the site to the nearest bus stop, however this stop only serves the 10a bus (which runs a commutable route to Old Buckenham, Mulbarton and Norwich). The next closest bus stop is on Pound Corner, just over 400m away from the southwest corner of the site.

An historic landfill site can be found in close proximity to the northern boundary of the site, on the opposite side of Quidenham Road. As such a preliminary site investigation would be required including gas monitoring.

Deliverability

The Strategic Housing Land Availability Assessment (SHLAA) indicates that the site is deliverable and that there are no severe constraints to development on this site. It is expected that 150 homes could be delivered from 2009-2014 and 169 homes from 2014-19.

Any phasing of the site will be addressed as part of negotiations in the grant of planning permission. This negotiation will also include any provision for the delivery of key infrastructure and services, including the provision of open space and affordable housing in accordance with the Development Plan.

The land is in single ownership and will be available for development when required.

REASONABLE ALTERNATIVE OPTIONS

ALTERNATIVE OPTION H2: Residential allocation of land at junction of Garboldisham Road and Lopham Road

Description/Capacity

The site has been identified as deliverable/developable by the Strategic Housing Land Availability Assessment. This is an area of arable land, which is capable of accommodating 40 dwellings. Significant landscaping can be found along the northern, eastern and western boundaries of the site. To the south of the site lies open arable land whilst residential land can be found to the north, east and west. Residential properties, along The Crescent, to the north of the site, are Grade II listed. Garboldisham Road runs immediately alongside the western boundary of the site whilst Lopham Road runs immediately to the north.

Reasons why the site is not a preferred choice

The setting of Listed Buildings to the north (The Crescent) could be adversely affected by the erection of numerous dwellings on this piece of land which lies in close proximity. Although there is existing residential development to the north and west of the site, the other boundaries of the site are surrounded by relatively undeveloped landscape. The site is located in a very prominent position to the south

of the village and any development is likely to have a greater impact on the landscape than at the preferred option. The Highway Authority have stated that a cumulative assessment of the impact on the junction with the B1111 road would be required.

ALTERNATIVE OPTION H3: Residential allocation of land adjacent to Lopham Road, on the eastern boundary of Harling

Description/Capacity

The site forms part of the submitted site [042]016 and [042]010. The site has been identified as deliverable/developable by the Strategic Housing Land Availability Assessment. The eastern section of the site is currently overgrown land whilst the western section of the site is managed grassland. The site is capable of accommodating 40 dwellings. Planning permission has been granted to the south-west of the site for the erection of 10 dwellings whilst open land surrounds the site to the north-east and south-east. There are existing residential properties to the north-west of the site. The entrance to the site, which would be from Lopham Road, would lie adjacent to a small business park.

Reasons why the site is not a preferred choice

Planning permission has already been granted for a scheme comprising of 10 dwellings to the south-west of the site. Development of this site would therefore represent piecemeal development. Additionally, the site lies in a peripheral location on the eastern edge of Harling and is not within easy walking distance of a doctor's surgery. The eastern section of the site extends beyond the 35m contour line which the Breckland District Settlement Fringe Landscape Assessment states should be the limit to development because of the impact upon the Harling Heathlands landscape. The site has some biodiversity and geodiversity importance because of the existence of a lime pit and pine tree belt. Any development would have to ensure the protection of these features. Finally, Highways are concerned because Lopham Road has a severely sub-standard junction with Garboldisham Road (B1111) and limited pedestrian facilities to village services.

ALTERNATIVE OPTION H4: Residential allocation of land west of the Glebe.

Description/Capacity

The site is a small northern section of the submitted site, [042]003. [042]003 was identified in the SHLAA as unsuitable/unachievable due to access issues. To the east of the site is low density residential development. To the north are allotments and to the west is a small area of woodland beyond which are residential properties. To the south is grassland. The site is in a moderate/high sensitive landscape. The northern section of the site has capacity to deliver the 40 houses required for Harling.

Reasons why the site is not a preferred choice

There are issues surrounding access which would be achieved from the Glebe. However, the Highways Authority indicate that access constraints are not insurmountable. Natural England has raised objections that the development of the site could impact on Mid Harling Fen SSSI. Additionally the site itself has biodiversity interest due to surrounding woodland and lack of agricultural activity. Neighbours to the site have raised the issue that the site is prone to flooding and is boggy in nature. The site is in a moderate/high sensitive landscape and has a rural/natural character to it.

ALTERNATIVE OPTION H5: Residential allocation of land west of the Glebe.

Description/Capacity

This small site sits in a relatively low density area of the village. To west is a field of grass. In other directions are residential properties. The site was identified in the SHLAA as capable of delivering 16 houses. The site is in a moderate sensitive landscape.

Reasons why the site is not a preferred choice

The site is not large enough on its own to deliver the required number of houses in Harling. However, the site could be combined with parts of the other alternative options. Highway improvements to establish a safe access and new footpath provision would be required. It is uncertain whether these improvements would render the development unviable. There are potential tree issues on the site and the development of the site could impact upon the setting of the Grade II Listed Building opposite the site. Natural England have also raised concerns that the development could impact upon Mid Harling Fen SSSI.