

## Schedule of Proposed Changes to the Draft SA Scoping Report

This schedule sets out proposed changes to the draft SA Scoping Report to be considered by the Sustainable Development Panel on May 25<sup>th</sup> 2016. It incorporates more up to date information on housing numbers than previously available and amendments to strengthen the text in relation to other issues. New text is shown in red and text to be deleted is shown in red with a strike through.

### Change 1: Landscape

#### Insert additional text and maps on Strategic Gaps in the landscape section (Page 45)

4.2.7. A Local Landscape Designations Review for South Norfolk Council concluded that there is a strong justification for retaining Strategic Gaps/Important Breaks, between Wymondham and Hethersett and Hethersett and Cringleford to maintain a separation between settlements which ~~might otherwise be under threat of~~ coalescence. This approach is implemented through South Norfolk's Local Plan policy DM 4.7. The location of the gaps is shown in figures 24 and 25 below.

Figure 24 Strategic Gap between Wymondham and Hethersett

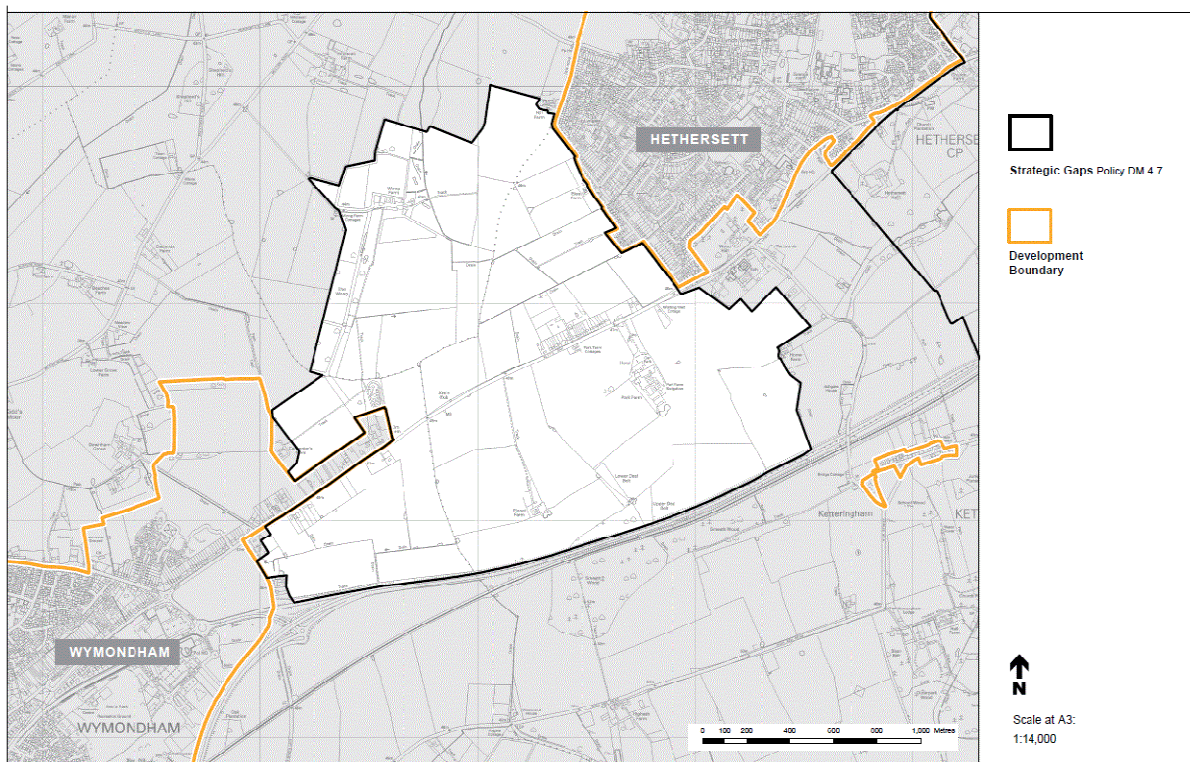
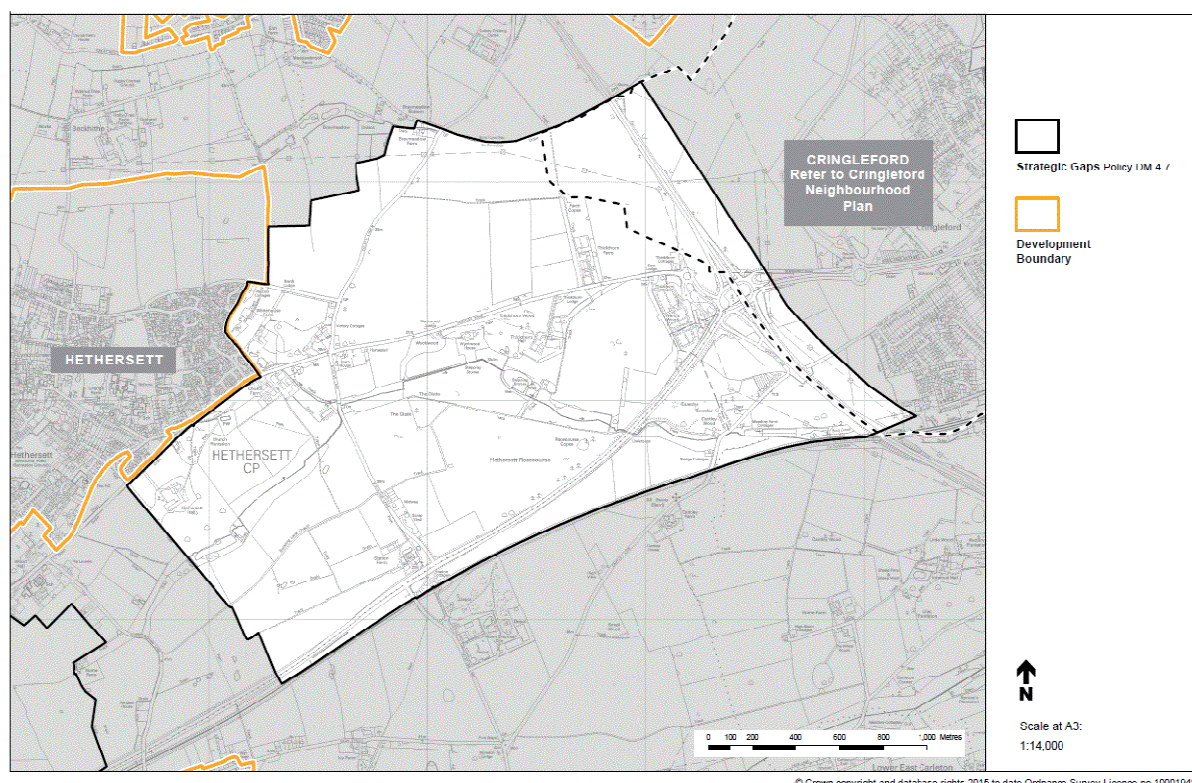


Figure 25 Strategic Gap between Hethersett and Cringleford



## Change 2: Education

### Add additional text and amend issue relating to educational attainment (page 81)

11.3.2. Figure 52, above, shows other education and skills statistics for the Greater Norwich area. Norwich's population is over-represented in the NEET category, and slightly fewer residents of Greater Norwich than the national average have high level educational qualifications, with the figure for Broadland being over 5% below the national average.

#### 11.5. Issues

- The recent increase in the birth rate will increase demand for education and other children's services in the area.
- It is important to increase educational attainment and skill levels, particularly in the more deprived parts of the area and in areas where there is low educational attainment.

*(The same change will be made to the education row of the summary table of issues on page 128)*

### **Change 3: Population and Communities**

#### **Add a reference to remote rural communities to the issues section (page 67 )**

- ~~There will be a particular need~~ It is necessary to provide services and housing to meet ~~the~~ needs across the area, particularly those of younger adults in Norwich, ~~of remote rural communities and of to provide for~~ the growing older population throughout the area.

*(The same change will be made to the population and communities row of the summary table of issues on page 128)*

### **Change 4: Transport**

#### **a. Insert new paragraph 12.3.5 to provide more detail on the proposed Long Stratton bypass (page 85)**

12.3.4. The Northern Distributor Road, which is largely funded by central government, is under construction, with completion scheduled for December 2017.

12.3.5 The ~~adopted Long Stratton Area Action Plan identifies a corridor within which the~~ A140 Long Stratton bypass ~~will be planned to be delivered to ease congestion on this strategic and regionally important road linking Norwich and Ipswich. A substantive element of the funding is expected to come from the developer through developer funding.~~

#### **b. Insert more detail on the location of the blue pedalway project (page 86)**

12.3.13. Significant government Cycle City Ambition grant funding to improve the cycle network in and around the city and to link to growth locations has been secured. A refined network is being delivered through the 'Push the Pedalways' programme. £5.7 million has been invested in the Pink Pedalway along the route from the Norfolk & Norwich University Hospital and UEA, through the city centre, to the strategic growth area, the north-east growth triangle. Funding has been secured to invest in the other pedalways, ~~including improving and extending the blue pedalway between Wymondham, Norwich and Sprowston. and~~ Attracting additional funding for further initiatives will be an ongoing priority in the future.

#### **c. Add text on the location of Bus Rapid Transit routes (page 87)**

12.3.14. Public transport improvements: Development of a Bus Rapid Transit (BRT) network, shown in Appendix 4, is planned as part of NATS. BRT is a bus-based public transport service providing more frequent and faster services than an ordinary bus routes, achieved by making improvements to existing infrastructure, vehicles and scheduling. Over the last 20 years infrastructure improvements have established dedicated bus-priority lanes on main radial routes into Norwich, including Dereham Road, Newmarket Road and Wroxham Road. The network will be developed further to promote public transport use in growth areas, ~~with BRT routes linking Norwich City Centre to: Wymondham/Hethersett/Cringleford; Easton/Costessey; Hellesdon/Drayton/Taverham; Norwich International Airport; the Growth Triangle, and Yarmouth Road/Broadland Business Park. This network~~ will be supplemented by core bus routes, as shown in Appendix 4.

## Change5: Housing

a. Add updated housing figures as of April 2015 in a new table for outstanding permissions and allocations by location and include a reference to the JCS key diagram in appendix 3 which shows the main locations for growth.

b. Delete figures 70 and 71, the maps for the Norwich Policy Area and Norwich, as they contain superseded housing figures. Replace supporting text in paragraph 15.2.11 to reflect these changes and delete 15.2.12 as it refers to the deleted housing map for Norwich.

15.2.11. The ~~location of the main housing sites, along with the number of houses anticipated to be developed, identified in the JCS key diagram and subsequently allocated or permitted for development is shown~~ in appendix 3 figure 70 maps the main locations for housing growth. Figure x sets out how many additional homes will be delivered through outstanding planning permissions and allocations (as of April 2015) in different locations.

**Figure x Locations for further housing growth**

Location	Dwellings to be delivered through outstanding planning permissions and allocations (as of April 2015)
<b>Norwich Policy Area (NPA)</b>	
<b>Broadland - NPA</b>	
Growth Triangle (inc. part of Old Catton, Sprowston, Rackheath, Thorpe St Andrew and Gt & Lt Plumstead)	12,916
Drayton	238
Hellesdon	1,379
Old Catton (Outside Growth Triangle)	7
Sprowston (Outside Growth Triangle)	14
Taverham	18
Thorpe St Andrew (Outside Growth Triangle)	346
Blofield	399
Brundall	168
Blofield Heath	61
Gt & Lt Plumstead (Outside Growth Triangle)	121
Horsford	143
Horsham & Newton St Faiths	71
Salhouse	21
Spixworth (Outside Growth Triangle)	25
Other Broadland NPA	6
<b>Norwich</b>	
Norwich	7,430
<b>South Norfolk – NPA</b>	
Costessey & Easton	1,828
Cringford	1,530
Hethersett	1,406
Long Stratton & Tharston	1,978
Wymondham	2,154
Trowse	264
Poringland & Framingham Earl	892
Bawburgh	6

Bramerton	8
Keswick	8
Little Melton	60
Mulbarton & Bracon Ash	206
Newton Flotman	39
Stoke Holy Cross	132
Surlingham	14
Swardeston	38
Tasburgh	25
Other South Norfolk NPA	6
<b>NPA total</b>	<b>33,957</b>
<b>Rural Policy Area (RPA)</b>	
<b>Broadland RPA</b>	
Aylsham	596
Acle	202
Reepham	182
Wroxham	102
Buxton	24
Cawston	28
Coltishall & Horstead	79
Foulsham	3
Freethorpe	18
Lenwade (Great Witchingham)	2
Lingwood & Burlingham	64
Reedham	23
South Walsham	26
Other Broadland RPA	111
<b>South Norfolk –RPA</b>	
Diss	280
Harleston	257
Hingham	106
Loddon & Chedgrave	227
Alpington & Yelverton	13
Ashwellthorpe	47
Aslacton & Great Moulton	33
Barford	14
Barnham Broome	29
Bergh Apton	14
Brooke	20
Broome	16
Bunwell	17
Carleton Rode	16
Dickleburgh	37
Ditchingham	71
Earsham	26
Geldeston	12
Gillingham	10
Hales & Heckingham	71
Hempnall	23
Norton Subcourse & Thurlton	31
Pulham Market	25
Rockland	20
Roydon	90

Scole	16
Seething	19
Tacolneston	23
Wicklewood	30
Woodton & Beddingham	22
Wortwell	5
Wreningham	15
Other South Norfolk RPA	119
<b>RPA total</b>	<b>3, 214</b>