

From: Rose Lockwood [REDACTED]
Sent: 09 September 2013 14:35
To: Nelson, Graham
Subject: Re: Read: a view from RURAL BROADLAND

thanks for call, sorry to burden you with irrelevance, BUT...as I said, the plan is an overall plan for all three districts and people who live in rural West Broadland feel very aggrieved at how little attention is paid to our local conditions

this is the MAIN thoroughfare through Reepham toward Norwich (single lane on this stretch), through which a few hundred additional cars will be passing to drive to work in the vibrant new city because there is no employment here and very limited public transport – it's in the middle of a conservation area, lined by listed buildings, so cannot be widened, and there is NO OTHER WAY to go in this direction – and the other entrances/exits to the town are just the same, single-lane traffic on unwidenable roads



it is great that Norwich is growing, and planning for growth, but it should not be used as a reason to totally destroy the non-urban parts of the joint policy area...joint means you take consideration of everybody's conditions re housing, employment, and transport

...and it is supposed to be a condition of your plan that it is sustainable, and environmentally responsible, and if your plan promotes expansion of employment opportunities in Norwich, and puts a significant part of the housing allocation in the rural areas without expansion of employment there and with minimal public transport, you are BY DEFINITION increasing commuting by car (in the case of Reepham, on the worst possible road network)...and contradicting your own policies...

since you only plan for Norwich, you may not be aware of what the Broadland planners are up against in this part of Norfolk

won't bother you again, and thanks again for being responsive

Rose Lockwood
Reepham



Broadland District Council Local Plan

Site Allocations Development Plan Document

Public Consultation on
Preferred Options for Development

July - September 2013

CONSULTATION RESPONSE FORM

Please use this form to comment on any of the sites identified within the Council's 'Site Allocations DPD - Preferred Options' document.

This form allows you to comment on up to five proposals within the document. If you wish to comment on more than this, please complete additional forms.

Your completed response(s) should be sent to:

Spatial Planning Team
Broadland District Council
Thorpe Lodge
1 Yarmouth Road
Norwich
NR70DU

Please submit your response(s) before 5.00pm on Monday 2 September 2013.

Alternatively you may wish to make your comments online. To do this, please visit our Consultation Portal at <http://consult.broadland.gov.uk> and navigate to the consultation entitled 'Site Allocations OPO: Preferred Options'. If you have not done so already, you will need to register on the Portal before you can take part in the online consultation.

If you wish to discuss this consultation with an officer of the Council please contact a member of the Spatial Planning Team on (01603) 430567 or email ldf@broadland.gov.uk



Response to Proposals

Reference number or description of proposal (please refer to document):

Settlement Overview

8.8 Reepham is identified as a **Key Service Centre** in the Joint Core Strategy (Policy 14) where approximately 100-200 new homes are proposed up to 2026 (subject to overcoming sewage capacity constraints), with the encouragement of appropriate local job growth.

Question Reepham Settlement Limit

Reepham Settlement Limit

Other than the sites to be allocated for development, it is proposed to define a settlement limit, within which development will generally be acceptable. The suggested boundaries are shown on the maps within the document and largely reflect the existing ones from the current Broadland District Local Plan (Replacement) 2006. Do you agree with the proposed settlement limit?

Please state which parish this proposal is located in:

Reepham

Please state whether you support or object to this proposal, or whether you have no strong opinion.

(please select one answer)

Object **X**

Please provide any comments relating to your above response in the box below:

See attached pages

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Comment on the proposed settlement limit

The proposed boundaries do not “largely reflect the existing ones from the current Broadland District Local Plan”. Both 48-01 and 48-02 are outside these boundaries, and represent 75% of the area proposed for development in the Preferred Options. The maps published with the Preferred Options are misleading.

- I oppose the proposed settlement limits and their large (for Reepham) housing estates.
- Planners should revise the settlement area expansion to allow much smaller developments on a number of different sites outside the existing limits.
- Planners should abandon the “winner takes all” approach, and work with residents (through our Town Council) and landowners to identify a cluster of schemes that can be implemented over time.
- Smaller schemes are compatible with the character of Reepham, and they are what local residents want; they are not socially isolating and are better absorbed into the existing community.
- Smaller schemes give more flexibility in overcoming infrastructure (e.g. water/sewer) and service (schools, medical care, elder care, shopping) constraints identified throughout the planning documents.
- Large schemes are risky and it can be argued that they are less certain to be achieved than a range of small schemes.
- A number of smaller preferred sites (which can all be identified in existing planning documentation) could accommodate the maximum target allocations, within which local residents could influence implementation; this is particularly important as residents will challenge the size of the allocation on grounds of sustainability.
- If the large schemes are judged to be unsustainable (which I believe they will be), the Planners will have to start again; it is in their interests to recommend realistic, achievable expansion that will not be challenged.
- The quota for Reepham should include a larger “count” of new housing units within the existing limits; at present only around 20 such units have been included in the plan, when residents are aware that many more than this are certain to be put forth (and nearly 50 have already been built in the last four years).
- The plan to expand the settlement limits should state more clearly how many new units are required to support levels of growth in Reepham consistent with JCS policy; the planning documents are unclear on this point, and the justification for 140 units outside the settlement boundary does not exist.

Comments on Reasons for selection

*8.8 Reepham is identified as a **Key Service Centre** in the Joint Core Strategy (Policy 14) where approximately 100-200 new homes are proposed up to 2026 (subject to overcoming sewage capacity constraints), with the encouragement of appropriate local job growth.*

The Planners have not explained anywhere how they selected the specific number of new housing units that are being proposed for Reepham, creating the need to expand the settlement limits. Designation as a Key Service Centre does nothing more than put Reepham in a pre-determined range of new units, and the range (100-200) is huge in relation to the size of the current settlement; 100 extra households above the minimum “target” in the plan has not been justified. Residents can probably understand the need for 100 units total over the planning period, but it appears that 200+ is closer to the real number of additional units that will be allowed.

For residents to participate in this consultation we need to know the actual size of the expansion being proposed for Reepham (both within and beyond the settlement limits). The Preferred Options put forward schemes for 140 new units outside the settlement limit and around 20 inside the limit on a previously approved mixed-use site. Yet the overall housing scheme also takes into account recently completed new housing provision and those in planning. Apparently (according to very sketchy information supplied by the Planners) around 70 new units have either been recently completed, or are in planning now. Combined with the units proposed in the expanded settlement area, this is more than the 200 maximum “allocation”, and it does not even include other brownfield/infill developments that are certain to arise over the next ten years. I am personally aware that some of these exist, but I have no idea whether they have been “counted” in the plan for Reepham. I attempted to gather at least some of this information myself using the Broadland Planning Database, but it is not designed for this type of research, and I could not find any way to extract accurate information.

Unfortunately none of the planning documents (JCS plan as submitted 2013, DPD, Sustainability Assessment, or anything else I have looked at) make any reference to the evidence base for allocations outside the NPA. The council has access to a wealth of economic and demographic research on greater Norwich, but I could find no indication that any systematic study was done of the rural regions. It seems that the rural housing allocations have been done on a purely formulary basis to “make up the numbers” and I object to a proposed expansion of the Reepham settlement area on such a flimsy basis.

It is unreasonable to ask residents to comment on any proposed expansion of the settlement limits without a clear and accurate description of how the proposed expansion relates to existing conditions. This is a failure in the planning process. So far, we do not know how many new units are actually being counted in the proposed plan, and we don’t know how that relates to the number of units that are already available, or known to be in process.

The Planners have not published, and are apparently unable to furnish, any solid demographic information about Reepham as a basis for assessing the size and scale of the expansion plan. Using my own time and resources I have researched the demography of Reepham from census data. Reepham Ward contained 1,169 households in 2011, including several dozen of villages, hamlets and isolated settlements in addition to the town of Reepham. Reepham Ward (as depicted on

Broadland’s published election maps) is a huge geographical area. Laboriously counting houses on the council’s town maps, I believe there are currently 800-850 households in Reepham. This leaves around 320-350 households in the villages and surrounding countryside, and I believe it is a reasonable order-of-magnitude estimate. The planning officer says he thinks this estimate is wrong, but has not supplied me with accurate data; I have waited until the last minute to submit my comments, but I still have not received this information. If my estimate is wrong, it is not wrong by much; we know the census data is valid.

The number of actual new housing units being proposed for Reepham appears to be in the range of 200-230, though I believe it is possible that the plan could allow an even larger number when the uncounted schemes within the settlement area (brownfield and infill) are included. The size of Reepham now is in the range of 800-850 households. The plan therefore apparently proposes to allow the expansion of the size of Reepham (by households) by at least 30%, possibly up to 35%, over the next decade. I oppose an expansion of the settlement limit in the context of this level of expansion.

The JCS plan for Norwich, Broadland and South Norfolk includes a total allocation of up to 37,750 new housing units, according to the 2013 submission. Because of inconsistencies in how data on administrative areas is reported, it is very difficult to analyse how that allocation is distributed in proportion to current housing stock in the different planning areas. But overall the number of households in the JCS area in 2011 was 166,464 (again from the census). The total allocation is therefore an increase in total households of around 22% in all of the JCS area.

If Reepham residents are being asked to participate in a consultation on expanding the settlement limits, we deserve to know why our small town is being allocated such a disproportionate number of new housing units. It is my understanding that the main focus of the JCS strategy is supposed to be expansion of housing in the NPA to support Norwich as a vibrant and growing centre, with many funded initiatives already included in the plan to enable that expansion. It is logical, therefore, that the rural areas that do not benefit from those initiatives, for which there are NO funded programmes to address infrastructure or services, should bear a smaller proportionate burden of new housing than the privileged areas in the NPA. Yet the opposite seems to be the case, at least for Reepham. A more proportionate allocation for Reepham would be 100-125 new units, within the range set by the JCS, and the allocation should clearly offset the new “preferred options” with recently and likely-to-be built units that have emerged naturally from Reepham’s normal growth. The targets should be reduced before Reepham residents are asked to accept expanded settlement limits.

8.9 The Preferred Options have been selected because they are believed to be most appropriate way of meeting the requirements for new homes and other forms of development being preferable to other alternatives.

The selections are not based on sound reasoning, and rely too much on the schemes put forward by landowners and developers, and too little on an understanding of what is desirable and feasible for the specific conditions in Reepham. No guidelines were set for the most appropriate way to handle Reepham expansion, even after the extensive consultation of 2011. By default, the developers, rather than the Planners and residents, have been in control of the process of site selection.

The Planners appear to have misunderstood the voice of the residents (and their representatives in the Town Council) in the last consultation; the POs, like the Shortlisted Sites, rely exclusively on large-scale housing schemes. Between Shortlist and Preferred Options, Planners had the opportunity to go back to the developers and ask for a different approach. Instead they have reproduced the same plan (swapping Reepham 1 for PO48-02) with the same type of schemes. In some ways the revised proposal for Reepham 2 is even worse (though it is smaller) as it is more concentrated and has even more impact on existing residents.

Because of the way the process and consultations have been managed the Planners have effectively been dictated to by the developers, who were apparently offered Reepham as a blank slate on which they could propose the most profitable schemes for them. I do not blame them for this (it's what they do); I blame the Planners for not defining some limits – consistent with the 2011 consultation – around which acceptable schemes would almost certainly have emerged. The Planners now have the opportunity to correct this before the plan is made final.

The POs are disproportionately large, in relation to the size and character of Reepham, and they are concentrated in just two locations when it is quite feasible to disperse the expansion over several different sites, with smaller and more diverse developments. There are 6-7 sites that the public has been made aware of that could be included in a plan for Reepham that residents could accept, and that would easily accommodate the number of new housing units the Planners have “allocated” for Reepham. I have illustrated this with a reasonable amount of detail later in my comments.

8.10 More detail on the selection of the sites and the alternatives considered, is contained in the supplementary planning Assessment document and Initial Sustainability Appraisal [sic] Report

Residents' views of the expansion of the settlement limits are obviously based on the Preferred Options that determine the scope of the new limits. It is a factual error to say that the site selections have been assessed for “sustainability” and selected on that basis. The Sustainability Assessment of the Reepham sites fails even to apply its own criteria, and completely ignores the impact of vehicle traffic on a vastly expanded population in the town. Rating the Reepham all-residential sites (PO48-01 and 02) with a positive impact on traffic and the environment is simply wrong, and the ratings show a poor understanding of conditions in the town.

According to the 2011 census approximately 1,300 Reepham Ward residents are employed, 1,200 work outside the home, and around 1,000 travel to work using either a car or van. The proportion who drive to work from Reepham town may be slightly lower, but there is no evidence for this. Nor will the need to travel outside the town for work improve much (if any) under the proposed plans. The Preferred Options for Reepham **radically** privilege residential over employment sites, which can only result in many more car journeys to work in other locations. The impact of large population growth will have a devastating impact on the character of Reepham. And the supposed sustainability assessment completely ignores the true impact on Reepham of vastly increased volumes of traffic.

By definition, the proposed expanded settlement limit violates the council's first sustainability target (ENV1 - Sustainability Appraisal Report for Site Allocations Preferred Options, June 2013, p. 13) because the plan will not reduce the % of residents who travel to work by car. Moreover, the Planners apparently imagine that all new residents will walk or cycle into town for most of their

shopping, or to the schools. No account has been taken of the obvious fact that members of every new household would need to travel regularly outside the town, and they will mostly do it using their cars. Even if the Planners could miraculously summon up a public transport system (impossible, and not even considered), many households, especially those with children, are certain to continue to use cars. This will affect traffic levels, and cannot possibly be judged a positive impact on the environment, as it has been in the assessment on which the expanded settlement limits is based.

While Reepham has a mostly admirable range of small shops, residents still need to (and do) travel elsewhere for many services – e.g. with only a convenience food shop, many residents drive to Aylsham or Norwich to supermarkets (or to visit the vet, or the bike shop, etc.). The young families who the Planners believe should be moving to Reepham (since the weight of the Preferred Options is for sites accessible to the schools) will certainly drive elsewhere for affordable family shopping (food, clothes, toys, electronics, etc.) that is simply not available in Reepham. The Planners seem to have a very unrealistic idea of what it is like to live in Reepham.

The Planners can only hope that new residents will not drive their children to school. Moreover, since primary school provision is so tight in Reepham, it is likely that children will need to be driven to schools elsewhere (as they already are by current Reepham residents). But the school run is the least of the threats to environmental sustainability from several hundred additional residents in Reepham. The real impact will be from people driving to work, to shop, and to do the normal social and recreational things that 21st century families get up to.

The expansion of Reepham threatens a perfect storm of environmental irresponsibility: disproportionate increased CO2 driving emissions from disproportionate levels of new housing with disproportionate increase in population most of whom must drive to live in Reepham. All of that driving is done on a rural road network the creates an additional environmental burden.

Reepham is the only one of the Broadland KSCs without direct access to an A-road. Reepham's traffic pinch-points – both at entrances to the town, and especially within the town itself – are notorious. From the road network point of view, Reepham is more like a remote village than an accessible market town. It is impossible to drive into or out of Reepham without encountering sections of slow, one-lane, stop-and-go traffic.

- Coming into town on the Dereham Rd (B1145) traffic narrows to one-lane, with the need for pull-outs, at several points up to the entrance to the proposed housing estate on PO48-01. (That stretch of road will have to be widened and improved to make PO48-01 even possible; it is lined by ancient trees, hedges, and structures built right up to the road's edge, so widening it would violate another of the JSC's environmental policies, ENV5).
- The Norwich Rd (a local access road) has sign-posted one-way traffic over a bridge near the turn-off to Booton coming into Reepham. As it enters town it narrows to a long stretch of one-lane traffic, usually very tight due to parking associated with businesses on Norwich Rd; even without parked cars, moving cars must to pull aside to let each other pass.
- The Whitwell Rd (another local access road leading only into deep countryside, so of little use to most people for access to/from the town) is narrow and winding; the PO48-02 housing estate is on this road.
- The Cawston Rd (B1145 coming from the east and the access road from Reepham to Aylsham) is relatively clear coming into town, but leads straight to the main intersection of the town, Townsend Corner.

- Townsend Corner is so notoriously tight and congested that the Watch Manager of the fire station has warned residents of delays in responding to emergencies, as volunteer fire crews have to sit in traffic queues to get to the station. Traffic is stop-go inside the town itself, because every road in the main part of town has points where traffic is single-lane, and one can avoid Townsend Corner only along other roads with single-lane traffic.

The Planners do not seem to appreciate that traffic in Reepham is already congested, even at the current level of housing, partly due to the conditions described above and the disconnected, rural nature of its location and road network.

Unlike the plan for the NPA, the housing plans for the rural areas are apparently founded on exactly zero evidence-based research. As residents, we have tried to back up our instinctive understanding of how Reepham works with at least some evidence; we all regret that so little basic information about our community seems to have been used in the planning process. Residents (through the organisation Realistic Reepham) took a traffic survey at Townsend Corner (July 2013) to measure the volume of existing traffic at peak times (morning and evening). Approximately 2,200 “rush hour” cars (in a town with an adult population estimated to be 1,500) passed through this bottleneck in the middle of Reepham (it is the only way to pass through town), all vehicles forced to queue for the single-lane access to the intersection.

The proposed number of new residents would add several hundred car journeys/day to the already congested queues at Townsend Corner. In the middle of a conservation area, at the edge of a listed market square (designated as a protected “institution in large grounds” by the 2006 Broadland Local Plan), surrounded by listed walls and buildings (that, by the way, are regularly damaged by vehicles trying to navigate the difficult turns), this intersection cannot be enlarged.

Traffic restrictions at Townsend Corner alone (through which almost all of Reepham traffic is forced to flow) should be grounds for restricting growth in Reepham, and it is far from the only choke-point in the local road system.



There is no way to drive into, out of, or inside Reepham without encountering traffic pinch-points and congestion. It would be one thing if this were true of only part of the town (as it is in the historic

centre of Aylsham), and there were a road system that enabled traffic to move around the town to access other locations (as the A140 Cromer/Norwich Rd does for Aylsham, or the A148 for Holt). This is simply not the case for Reepham; short of building a bypass through farmland and listed wildlife sites, Reepham will never be able to sustainably support additional traffic. This is not NIMBYism, it is a geographic fact.

Traffic congestion in Reepham exacerbates the environmental impact of residential growth. The configuration of roads in and around Reepham makes the environmental impact of driving even worse; it is well known that stop-start, congested driving conditions cause emission rates much higher than smooth driving on modern roads. (See the Dept of Transport study *Effects of smarter choices programmes in the sustainable travel towns*, p. 617, available at <http://eprints.uwe.ac.uk/13123/>). Driving in and around Reepham causes 20%-30% more emissions than the same journeys driven on, say, the A140 or the A47.

It is possible to quantify the environmental impact, from CO2 emissions alone, of significantly expanding the population of Reepham. Census data gives accurate information about how many people live in Reepham Ward, how many of them work, own cars, and drive to work. Assuming the new residents of the proposed housing estates would not be significantly different, demographically, from the existing population of Reepham, it is possible to make very plausible estimates of the impact of their need to drive, just to live in Reepham.

The headline facts are that the population of Reepham would be expanded by around 370-400 people (depending on the type of housing), who would own at least 235 cars, would drive nearly 2 million miles per year to work, shop, socialise and for recreation, and generate 1,000 metric tons of CO2. The CO2 impact of 160 households in Reepham is equivalent to that of 220 households in a more accessible location with public transport, services, and jobs.

I have compiled this demographic data in tables attached to these comments. A summary of our situation, the demographics of a Reepham with 160 new households, and its impact on the town's generation of CO2 emissions from driving, are summarised below.

Reepham baseline characteristics

- The only Key Service Centre without near access to A-roads and major road networks that connect to places of employment, family services and shopping
- Extremely limited public transport, and very distant from the new road and public transport infrastructure being developed for Norwich growth (in fact, as far away as it is possible to be within the JCS area)
- Extremely rural local road network, characterised by narrow winding lanes, frequent areas of one-lane traffic, pinch-points both on access roads and within the town itself
- Rural road conditions cause stop-start driving, frequent need to pull aside to allow other vehicles to pass, traffic halted by heavy vehicles (including tractors), frequent queuing and roads blocked by HGVs; these are the characteristics of high-carbon-impact road travel, as such journeys substantially increase carbon emissions
- No routes for traffic around the town, which is completely surrounded by deep rural countryside; every vehicle that comes to or through Reepham must pass through very narrow points and frequent one-lane sites

- There is essentially one intersection in the centre of town (Townsend Corner) through which virtually all traffic into, out of, and within Reepham must pass, and it is a one-lane intersection
- Landscape (including protected hedgerows and hedgerow trees) and built environment (including a very compact conservation area at the town core, many listed buildings and walls adjacent to the roads) that preclude improvement of the roads to carry more traffic; placement in the landscape that precludes any kind of bypass road
- Low levels of local employment in relation to population; low take-up of spaces in the small industrial estate; the effect is that most people drive away to work
- Attractive cluster of small shops in the town core that provide some shopping on a small scale; no supermarket or family shopping, for which residents must drive to other locations
- Many family related services aside from food shopping (children's clothes, bicycle shop, vet, etc) not available; residents drive to other locations
- Doctor's surgery (medics shared with Aylsham) not sufficient for current population
- Primary school over-subscribed; local children not always able to get a place, children already being driven to schools elsewhere
- Water/sewer facilities over-capacity; low water pressure, inadequate sewage treatment facilities for size of existing population

Profile of expanded population

- 160 new households
- Additional population of 372+
- 235 additional cars located in Reepham
- 44 new families with dependent children
- At least 28 additional children (depending on the type of housing built) eligible for the primary school (currently with 212 places and over-subscribed)
- 268 additional people potentially seeking employment
- 177 additional people actually likely to be employed, but few locally
- 32 of those may be able to walk or cycle to work, or take the bus
- 130 of those will drive to work
- Additional 20+ million litres of water used
- Additional 80+ million litres of sewerage treated

Sustainability impact of population expanded by 160 households – CO2 Emissions from Driving

See the tables that follow for how this impact was calculated.

- Approximately 2 million extra miles driven by Reepham residents every year
- Approximately one thousand metric tons of additional CO2 emissions
- Massively increase the town's carbon footprint; living in Reepham is difficult without driving, and most people will drive to work, to shop, and for social/amenity access; most of these journeys are simply impossible on public transport
- Reverse the impact of initiatives in which institutions and agencies have invested to make Reepham a greener town; Reepham is well known for its environmental initiatives

- More driving, more emissions at a higher level than in Broadland’s developed areas; the distance from services and resources and the rural nature of the road network means that Reepham drivers drive further, and less efficiently; this is a condition of the town’s location and infrastructure (not a personal fault of drivers)
- High “carbon penalty”: this can be calculated based on the amount and type of driving that residents must do to live in the town, compared to residents of areas with accessible services and public transport
- Population impact significantly higher than the actual number of new residents due to carbon penalty; excess carbon emissions required to live in Reepham can be equated to the typical average emissions for a person living in the UK; every additional 7.7 tons of CO₂/year produced by Reepham drivers is equivalent to adding another person to Reepham’s carbon footprint
- CO₂ impact of additional residents driving to work is equivalent to another 74 residents in the town
- CO₂ impact of additional residents driving for family shopping is equivalent to another 20 residents
- CO₂ impact of social and other travel by car is equivalent to another 39 residents
- The total extra carbon load from driving is equivalent to 60 additional households in Reepham
- From a sustainability perspective, the CO₂ impact of 160 new households in Reepham is similar to adding 220 households in a location without the carbon penalty.

The benefits of housing near schools or the town centre pale beside the traffic impact of expansion. To believe that the proposed expansion of the settlement is based on a favourable environmental impact assessment is simply a fantasy. I oppose the expansion because I do not believe it has been responsibly tested against the very objectives and targets that are supposed to inform the plan.

DEMOGRAPHIC PROFILE OF 160 NEW HOUSEHOLDS IN REEPHAM

Derived from 2011 census data for Broadland District and Reepham Ward

	derived from actual	actual census	
http://www.norfolksight.org.uk/dataviews/	New Housing Estates	Reepham Ward	Broadland

Household Demographics (based on average of Reepham Ward & Broadland factors)

Households	160	1,169	53,336
Population	372	2,709	124,646
Adult Population	302	2,181	101,983
Household Size	2.33	2.32	2.34
Number of cars/vans	235	1,709	78,795
Households with van/car	142	1,044	47,230
Cars/vans per Household	1.47	1.46	1.48
Population over 65	78	532	27,816
Families in households	115	823	38,835
Families with dependent children	44	342	13,931
Number of dependent children (to 18)	82	636	25,421
Average children/household	0.51	0.54	0.48
Children of primary school age	28	215	8,937
Children of secondary school age	36	290	10,431

Work Demographics (based on average of Reepham Ward & Broadland factors)

Economically active population	268	1,935	90,305
Unemployed, Disability, Retired, Student	91	653	30,708
Employed	177	1,282	59,597
Employed part- time	43	300	15,110
Employed full- time	100	707	34,180
Self-Employed	34	275	10,307
Work from home	13	115	3,567
Work outside the home	164	1,206	57,974

Method of travel to work (based on Reepham Ward factors because of lack of public transport)

Travel to work sustainably	32	234	10,883
Bicycle or Walking	23	168	6,352
Public Transport	9	66	4,531
Drive to work (including taxi)	130	958	46,263
Motorcycle, Scooter	2	14	828

Infrastructure

Annual water use (litres)	20,250,193
Annual sewerage treatment (litres)	81,544,403
Share of Primary School places to new residents	13%

THE REEPHAM HOUSING ESTATE CARBON PENALTY

CO2 emissions likely to be caused by residents of the proposed housing estates who need to use cars/vans

Emissions levels for the same people would be significantly lower if they were able to live in locations with developed road networks, access to nearby employment and family shopping, and public transport.

Basic measurements:

Average kg CO2 emissions per mile driving a medium-sized car (from Carbon Independent)	0.43
kg in a metric ton	1,000
Average emissions per person per year in the UK in metric tons (from World Bank)	7.7
Estimated extra emissions caused by stop-start driving, traffic congestion, poor traffic flow, i.e. driving conditions typical of Reepham's local road network (from DOT study)	20%

The carbon cost of driving to work

Number of working days per year	240
Individuals who travel to work outside the home using car/van	130
Part time	30
Full time & self employed	100
Part time journeys	7,311
Full time journeys	47,863
Total journeys per year	55,174
Average miles per journey (2-way)	20
Total miles per year	1,103,490
CO2 emissions, metric tons	475
Adjusted for rural road network	569
Equivalent persons (generating average emissions)	74

The carbon cost of family shopping travel by car

Households with cars	142
Average number of shopping journeys per week	2
Total journeys per week	285
Total journeys per year	14,798
Average miles per journey (2 way)	20
Total miles per year	295,957
CO2 emissions, metric tons	127
Adjusted for rural road network	153
Equivalent persons (generating average emissions)	20

The carbon cost of social & other travel by car

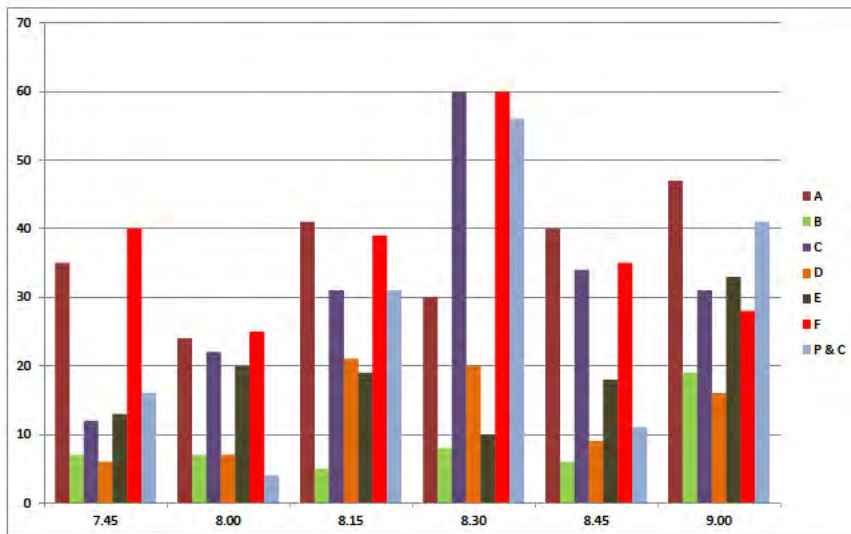
Number of cars/vans	235
Average number of social/other journeys per week	3
Total journeys per year	36,682
Average miles per journey (2 way)	16
Total miles per year	586,913
CO2 emissions, metric tons	252
Adjusted for rural road network	303
Equivalent persons (generating average emissions)	39

Estimated carbon load added to Reepham by driving - for 160 households

Extra miles driven because of lack of local employment, public transport, and family services	1,986,359
Metric tons of CO2 emissions	1,025
Total equivalent persons (generating average emissions)	133

TRAFFIC COUNTED USING TOWNSEND CORNER DURING THURSDAY 4TH JULY

ROUTE	TIME						total
	7.45	8.00	8.15	8.30	8.45	9.00	
A	35	24	41	30	40	47	217
B	7	7	5	8	6	19	52
C	12	22	31	60	34	31	190
D	6	7	21	20	9	16	79
E	13	20	19	10	18	33	113
F	40	25	39	60	35	28	227
P & C	16	4	31	56	11	41	159
total	113	105	156	188	142	174	878



EACH SET OF COLUMNS REPRESENT PASSES OF TRAFFIC PER DIRECTION DURING THAT 15 MINUTE TIMESLOT
 INCLUDES BUSES, CARS, TRUCKS ETC
 TRAFFIC FROM 7.45 TO 8.00 IS THE FIRST SET 8.00 TO 8.15 IS THE SECOND AND SO ON
 ALL ASSUMPTIONS DO NOT INCLUDE PEDESTRIANS
 TRAFFIC IS DEPLETED DUE TO NEAR SCHOOL YEAR END

ASSUMPTIONS

70% OF POPULOUS OF REEPHAM IS NORTH OF THIS JUNCTION AND SO MUCH TRAFFIC USES THE NEW ROAD ROUTE TO NORWICH
 TRAFFIC FROM 7.45 TO 8.30 IS 3 OF THE COLUMN SETS OF THE TRAFFIC SEEN AND THIS IS MOSTLY DORMATORY "COMMUTER TRAFFIC"
 TRAFFIC FROM 8.30 IS "SCHOOL TRAFFIC"



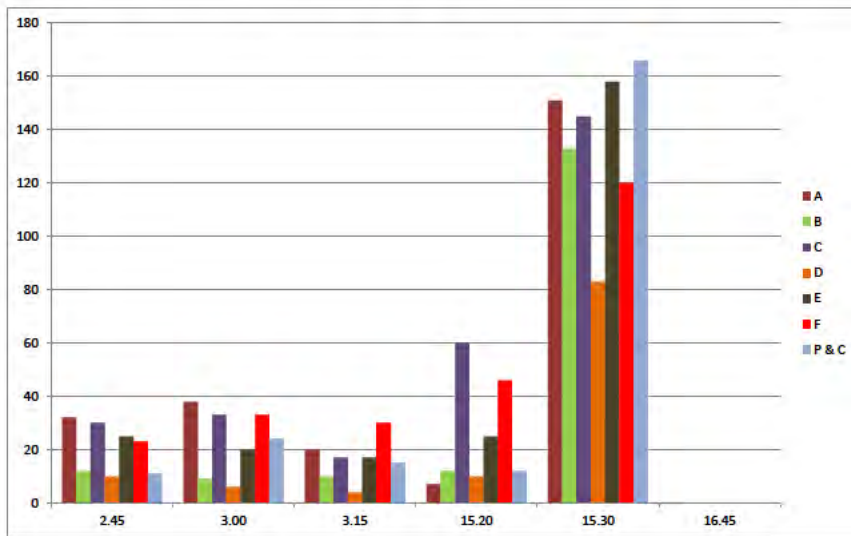
TOWNSEND CORNER, REEPHAM

ROUTE	Description
A	DEREHAM ROAD & STATION ROAD
B	STATION ROAD & MARKET PLACE
C	MARKET PLACE & SCHOOL ROAD
D	SCHOOL ROAD & DEREHAM ROAD
E	DEREHAM ROAD STRAIGHT WITH MARKET PLACE
F	STATION ROAD STRAIGHT WITH SCHOOL PLACE
P & C	PEDESTRIAN & CYCLES

TRAFFIC IS COUNTED WHETHER TRAVELLING IN EITHER DIRECTION

TRAFFIC COUNTED USING TOWNSEND CORNER DURING THURSDAY 4TH JULY

ROUTE	TIME						total
	2.45	3.00	3.15	15.20	15.30	16.45	
A	32	38	20	7	151		248
B	12	9	10	12	133		176
C	30	33	17	60	145		285
D	10	6	4	10	83		113
E	25	20	17	25	158		245
F	23	33	30	46	120		252
P & C	11	24	15	12	166		228
total	132	139	98	160	790	0	1319



EACH SET OF COLUMNS REPRESENT PASSES OF TRAFFIC PER DIRECTION DURING THAT TIMESLOT
 INCLUDES BUSES, CARS, TRUCKS ETC
 TRAFFIC FROM 2.45 TO 3.00 IS THE FIRST SET 3.00 TO 3.15 IS THE SECOND AND SO ON
 ALL ASSUMPTIONS DO NOT INCLUDE PEDESTRIANS
 TRAFFIC IS DEPLETED DUE TO NEAR SCHOOL YEAR END

ASSUMPTIONS

65% OF POPULOUS OF REEPHAM IS NORTH OF THIS JUNCTION AND SO MUCH TRAFFIC USES THE NEW ROAD ROUTE TO NORWICH
 TRAFFIC FROM 2.45 TO 15.30 IS TYPICAL TRAFFIC
 TRAFFIC FROM 15.30 TO 16.40 IS PREDOMINATLY "SCHOOL TRAFFIC" IN BOTH DIRECTIONS



TOWNSEND CORNER, REEPHAM

ROUTE	Description
A	DEREHAM ROAD & STATION ROAD
B	STATION ROAD & MARKET PLACE
C	MARKET PLACE & SCHOOL ROAD
D	SCHOOL ROAD & DEREHAM ROAD
E	DEREHAM ROAD STRAIGHT WITH MARKET PLACE
F	STATION ROAD STRAIGHT WITH SCHOOL PLACE
P & C	PEDESTRIAN & CYCLES

TRAFFIC IS COUNTED WHETHER TRAVELLING IN EITHER DIRECTION

Specific suggestions for deciding new settlement limits

The planning officer informed me that the Reepham allocations are now fixed, and the Preferred Options can only be challenged by offering alternative suggestions. The Site Allocations DPD (p. 5) stipulates:

1.15 If you want to promote an alternative to the Preferred Options, your comments should seek to demonstrate why the alternative is preferable, including some evidence of this.

As a resident not involved in the various “submissions” that have been made by landowners and developers, I am diffident about making specific alternative proposals and I don’t think that is really my job. HOWEVER, it appears that the scheme for Reepham is unalterable unless residents can make very concrete alternative suggestions. We are hardly in a position to do that since we are not in possession of all the information that the Planners see. But it is quite possible to illustrate alternative scenarios using what information is available to us from the public documents, and it is also possible to challenge various assumptions about preferred options that the Planners have made.

I oppose the expansion of the settlement limit on the basis of the Preferred Options because it restricts new development to large-scale housing estates, and this is neither desirable nor necessary.

- It is not desirable because it will completely change the character of Reepham, a very small (referred to as a village in BDC’s Landscape Character Assessment study – see p. 63), very rural town with a compact built environment at its core (protected by conservation area and listed structures including the unique twin medieval churches), set in deep rural countryside (some of it protected in wildlife areas, all of it subject to conservation policies).
- It will transform Reepham from a modest and functional “Key Service Centre” into a Bedroom Community for people who work in areas that actually have employment opportunities (very limited in Reepham) such as Norwich and Dereham; this, in turn, will introduce levels of traffic and driving that are demonstrably contrary to policy at every level of government, from Broadland to JCS area, to national government.
- It will transform Reepham from a visibly successful promoter of environmentally responsible living (a model town in the Low Carbon Communities Challenge, home of the Reepham Green Team, our High School has a solar roof and a wind turbine and an energetic environmental education programme, I could go on...) into a polluting commuter town, adding 1,000 metric tons of CO2 emissions per year to our carbon load, 2 million extra miles of driving.
- It is not necessary because the total number of allocated units CAN, within the JCS plan, be smaller, and the preferred schemes can be smaller, more flexible, and implemented with more subtlety than just slapping 140 new houses on greenfield sites on the edge of town.

The Preferred Options virtually assure that no one except the “preferred developers” are able to develop housing in Reepham, since they consume such a large share of the potential new housing (from the perspective of the Planners ALL of it). Local residents who are not owners of farmland, but who may wish to develop housing, or innovative employment sites, or other interesting initiatives on locations within the existing settlement could be completely shut out if the Planners at application

stage take the view that the 160 units allocated in this plan are the maximum the town can sustain. This eliminates diversity of style and perspective, potential for self-build, innovation in general.

Instead of declaring open season on Reepham's rural landscape, the Planners can give developers guidance about proposing smaller, more varied, and more flexible schemes, and take seriously the additional housing and employment sites within the existing boundaries, which have been largely ignored. The locations put forward by landowners and developers include seven sites:

- Reepham 1 (8.8 hectares) between Cawston Rd and Wood Dalling Rd
- Reepham 2 (12 hectares) which is actually three sites – one north of Dereham Rd and two south of it
- The site now allocated as 48-02 (3.8 hectares)
- The site rejected as X48-01 (~1.8 hectares), which has been re-proposed by the developer on a smaller scale
- PO 48-03 (2.8 hectares), which is already in the settlement area and previously permitted for mixed-use development.

Reepham would be much better served if smaller scale development were allowed on each of these sites, rather than limiting the extension to two large sites.

Scenarios for smaller developments

The planning official told me personally that the proposed large housing estates are the ONLY way to achieve the growth being dictated for Reepham. That is clearly not the case; allowing developers to define the terms of reference is the ONLY explanation for the Planners holding this view. With guidance about what is acceptable, developers could have been invited to make proposals that are consistent with the needs and wishes of the local resident population, as well as the objectives and policies of the Planners and officials. The fact that this was not done reflects the total failure of the 2011 consultation.

Below I describe some very realistic scenarios that would achieve more than the amount of growth Reepham needs, well within the target limits defined by the JCS. Five of the sites discussed are outside the current settlement area, and are on land that has been put forward by developers in various schemes, so cannot be said to be speculative unless the Planners take the view that developers set the rules for what is to be allowed in Reepham.

I am not trying to re-write the housing plan, or make "recommendations" – I am simply demonstrating that with the tiniest bit of imagination, it is possible to come up with schemes for Reepham that do not inflict an undesirable planning regime on a town that doesn't want it, doesn't need it, and frankly doesn't deserve it. I'm only doing this because it is the only choice I am given if I want to make a serious objection to the Reepham Preferred Options. I have been told by the Planners that anything short of this will have no impact on the final plan.

No doubt the Planners will say these suggestions are unworkable on various technical grounds. I do not believe they have even considered this approach, and have instead acted as facilitators for the developers (who *appropriately* act in their own economic self-interest), rather than inviting developers to act as facilitators for a plan that local people would find acceptable. The Planners may also say that these smaller-scale sites are not attractive to developers, and are therefore unlikely to

be achieved. To that, I would say that developers will always push for larger/denser sites and more profit if the terms of reference allow it (as they should, it's their job) but will work with what is possible. But if large housing estates are the ONLY economically viable way to achieve private development in Reepham, then the Planners should re-think the allocation from the ground up. If Planners wish to fundamentally change the character of a historic rural market town, they need an evidence base to support such a radical proposal.

The scope of development in these alternative schemes is within the range that is probably acceptable to local people, whose main objection is to having large-scale housing estates tacked onto the edge of town. The combination of these schemes fully meets the overall planning goals set by the Planners, i.e. to provide new housing that is near to schools, services, and employment (such as it is in Reepham). It is not necessary that each individual site ticks all the boxes, only that the overall scheme achieves the policy goals. The job of the Planners is to put the scheme together, not push through the most convenient proposals from developers.

One of the main advantages of the dispersed-development approach is that Reepham is not stuck with an all-or-nothing scenario – which, by the way, arguably makes this approach more likely to be achieved than the Preferred Options. It is possible to fulfil the demands of the JCS quotas, and still allow Reepham some flexibility in how it is implemented, at what pace, over what period of time. It also gives residents some time to challenge the assumption that 200+ new households is an acceptable allocation for the town.

Alternative suggestions for development sites

A comparison of the relative impact of Preferred Options and alternatives outlined below.

	IMPACT ON:				
	Visual, townscape edge	Visual/ Amenity, existing residents	Integration with townscape	Integration with community	Density
Preferred Options					
PO48-01	Bad	Bad	Bad	Bad	Very high
PO48-02	Moderate	Moderate	Moderate	Good	Very high
Alternative Options					
A. Revised Reepham 1	Minimal	None	Good	Good	Medium
B. Revised X48-01	None	Minimal	Good	Good	Medium
C. Amended PO48-02	Moderate	Moderate	Good	Good	Medium
D. Amended PO48-01	None	None	Good	Good	Low
E. Revised Reepham 2	None	None	Good	Good	Medium



A. Amended Reepham 1 (from 2011) - 25 medium-density housing units near employment and the town centre

Visual impact on edge-of-townscape (for preservation of landscape character of the town)	Minimal
Visual and amenity impact on existing residents	None
Integration with existing townscape	Good
Chances of integrating new residents into the community	Good
Density	Medium

This is a site confirmed to be available, shortlisted in 2011. Orient new housing to Wood Dalling Rd to reduce the sprawl-effect (extending the boundary only to infill between existing developed areas). Road access near the employment sites, easy access to Cawston Rd for walking into town, or driving away from Reepham, avoiding Townsend Corner snarlups.

Provides additional housing near the concentration of employment in the industrial estate and Station Yard.

Smaller development, more compact site, less sprawl, accessible to main roads, employment sites



B. Revised proposal for X48-01 - 20 medium-density housing units near schools, town centre

Visual impact on edge-of-townscape (for preservation of landscape character of the town)	None
Visual and amenity impact on existing residents	Minimal
Integration with existing townscape	Good
Chances of integrating new residents into the community	Good
Density	Medium

The Planners rejected this site in favour of a larger development on Whitwell Rd; the agent has re-submitted the proposal with a smaller number of dwellings (22), and including sufficient land for expansion of the primary school, the main grounds for rejecting the previous version of the proposal. Could reduce the number of dwellings to 20, to keep the proportion between the amenity land (school expansion and landscape) and housing higher and more consistent overall.

Based on the principal selection criteria the planning office described to me (the need for housing from which residents can walk to schools and the town centre – employment seems not to figure much in their view of Reepham’s future), this site is a perfect match. It would nicely balance the Robins Lane development on the other side of the primary school, and would keep the expansion of the town more compact.

The revised plan proposes to widen Mill Rd; if the plan mirrored the Robins Lane site layout, this would not be necessary, and the access to School Rd could be very similar.



This site is shielded from existing housing on Mill Rd by a very tall hedge (on the development side, which would ideally be retained), and is not visible from the east side, which abuts Bar Lane, a convenient and pleasant walking path into the town centre, along open fields (reducing the need for a walking path on the Mill Rd side). It therefore has none of the “visual impact” demerits of both the preferred option housing sites.



C. Amended PO 48-02 -25 medium-density housing units near schools, town centre

Visual impact on edge-of-townscape (for preservation of landscape character of the town)	Moderate
Visual and amenity impact on existing residents	Moderate
Integration with existing townscape	Good
Chances of integrating new residents into the community	Good
Density	Medium

This is a preferred site, but the 50 new houses the plan proposes is unnecessarily large if a more distributed approach is adopted. It would be far preferable, and more consistent with the character of the town and this particular neighbourhood, to reduce the size and the density, particularly as this is an edge-of-town location. It then retains all the advantages it currently has, without the disadvantage of scale.



D. Amended PO 48-01 - 20 low-density family houses with large gardens near schools, compatible with existing housing, extra amenities on town periphery

Visual impact on edge-of-townscape (for preservation of landscape character of the town)	None
Visual and amenity impact on existing residents	None
Integration with existing townscape	Good
Chances of integrating new residents into the community	Good
Density	Low

I consider the proposed use of the previous Reepham 2 site in PO48-01 to be especially offensive. The “Reepham 2” farmland has been put forward in two different schemes (both large housing estates) by an apparently very ambitious developer. Any expansion of the settlement area on the original Reepham 2 site is greenfield. Accepting (as much as we may not like it) that this is inevitable, it would be far preferable to retain as much visible town-edge farmland as possible, and to favour development on portions of the site that do not destroy the rural townscape edge, and the visual and social amenity of existing residents. PO48-01 is the only proposal put forward at any stage that would build high-density housing directly adjacent to the front gardens of an established neighbourhood on the edge of town. The fact this it is social housing somehow makes it worse, as if those residents should just expect to be abused.

The southern half of the site could be very appropriately developed more in line with the original Reepham 2 (where the Planners proposed amenities such as the expansion of cemetery, allotments, etc.) but on a scale appropriate to that part of Reepham.

The Planners told me that access to Reepham 2 from Broomhill Lane has been ruled out. I would like to know why – it makes no sense, as it is the ONLY road I have found in Reepham that could actually be widened without disturbing residences, hedges, or trees.

Top of Broomhill Lane, entered from Whitwell Rd – plenty of scope to be widened for access to a settlement extension to include the types of houses on the right, appropriate to the site.

Bottom of Broomhill Lane at entrance to an appropriately sized development site, opposite the high school, on the walking path towards Marriott Way and Whitwell Station. As the photograph illustrates, this position would be visually lower than an estate built on the Dereham Rd side as proposed, and would have virtually no visual impact.




Perhaps it has been ruled out because it suits the developers better to propose a large housing estate accessed from Dereham Rd. If the developers are not interested in a scheme on this small

scale, planning could permit division of the lower field into building sites that could be made available, e.g., for self-build – there is currently NO provision for self-build in the plan for Reepham. Only owners of farming land and their development partners are able to design and develop housing in the PO plan.

The Broomhill Lane location is idyllic and convenient at the same time (a much better location, from residents point of view, than the northern part of Reepham 2), and should be considered highly valuable for new family housing with decent sized gardens – not everything that gets built in Reepham in the next 15 years has to be small, though clearly the majority of units should be more modest and these can be accounted for in other development sites. This site would not be visible from existing dwellings (except possibly Park Farm and Field View, separated by the Park Farm field), or from the Dereham Rd, so its visual impact would be nil.

Using this location would preserve the field next to the existing social housing on Park Lane (an important visual and environmental amenity for those residents) as well as the western portion of the fields that lead up to Dereham Rd, retaining the town-edge countryside that is essential to the character of Reepham. It would also eliminate the serious loss of amenity to the barn conversion on Dereham Rd, which would be completely surrounded by a housing estate under the preferred option.

<p>The Preferred Option crowds 90 houses along the high point on Dereham Rd, destroys the rural town edge and the visual and landscape amenity of existing residents.</p>	<p>A more modest development by the high school has no visual impact at all, and provides a small number of sites with larger gardens that are completely missing from the Preferred Option plans.</p>
	

E. Amended Reepham 2 (from 2011) - 20 medium-density housing units near the doctor’s surgery, town centre

Visual impact on edge-of-townscape (for preservation of landscape character of the town)	None
Visual and amenity impact on existing residents	None
Integration with existing townscape	Good
Chances of integrating new residents into the community	Good
Density	Medium

This is the part of the original Reepham 2 north of Dereham Rd. The original scheme would have had access at a single intersection across Dereham Rd to both the southern side and this smaller site next to the doctor’s surgery on the north side. The second iteration of the Reepham 2 scheme has eliminated this site because the Planners judged (or so I was told verbally) that walking into town on the north side of Dereham Rd is undesirable – even though that is the side of the road where there is actually a pavement. This is illogical. The congested entrance to a large housing estate straddling the Dereham Rd was also undesirable, but that is eliminated in this scheme.

A small development behind the trees on Dereham Rd would tie together the settlement edges of Park Lane and Smuggler’s Lane with no visual impact.



I believe the original scheme included making some land available for expansion of the doctor’s surgery, on the corner of Dereham Rd and Smuggler’s Lane, which is a very narrow road. If this is true, use of this site might enable widening of Smuggler’s Lane along the stretch next to the surgery, which would be highly desirable as that is a traffic choke-point due to heavy traffic at the surgery.

The entrance to this small cluster of houses could then be placed on Smuggler's Lane, not dissimilar to the access for the row of new houses developed opposite on Park Lane.

A small development on this site would rationalise the position of the doctor's surgery, which is currently outside the settlement area. A widened Smuggler's Lane could give access to the new houses from the lane, rather than Dereham Rd, which would be much safer, and would probably overcome some of the Planners' objections to that site in the shortlist evaluation. If the houses could be built behind the small plantation of trees on Dereham Rd (and dictate that the trees must remain), the development would not be visible from the road, and would be some distance from existing dwellings.

Sites inside the existing Settlement Area

The expanded-area sites should be considered alongside what can demonstrably be developed within the existing boundaries. Here I will discuss the sites I am aware of, as a layman bystander. They are illustrative of the potential that has been completely ignored in the Preferred Options.



F. PO48-03 Station Yard/Stony Lane

This is the mixed-use Station Yard/Stony Lane site that has been permitted for several years. I do not oppose the use of this site, which is within the settlement boundary, and do not believe there is any local opposition to the site. It is allocated 20 housing units in the plan; if, as has been mooted, a residential care home were developed there, it would add additional housing capacity to the town, and fill an often-mentioned need.



G. Town Centre

The plan takes no account of potential housing in the town core, where there are at least a couple of brownfield sites (that I happen to know of), and the Old Brewery House hotel complex, which is currently up for sale. It seems plausible that at least 5 additional housing units could be expected to emerge in the centre of town; several have been developed in the area behind Old Brewery Lane, where there are still undeveloped sites. Additional research would identify the full scope of the potential, and it should not be left out of the overall plan.



H. School Road

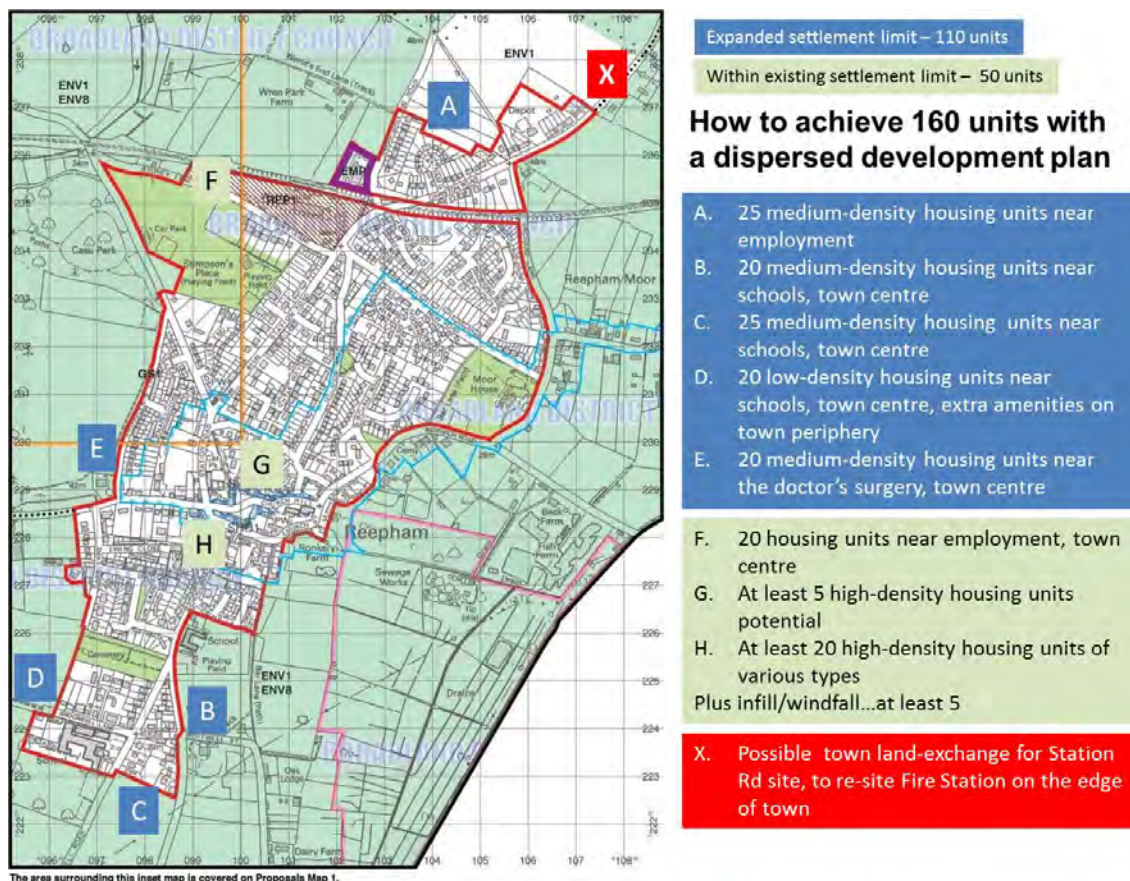
There are multiple sites on School Rd (as near to the primary school as PO48-02 and X48-01, and much nearer the town centre), which are either already headed for planning, or certainly will be within the planning period. The former lorry garage has already closed down, and the petrol station is scheduled to be re-developed. The petrol station site has flats on one side, high-density housing behind, and the Fire Station on the other. The garage site is flanked on two sides by housing: a complex of attractive flats in converted buildings toward the town, and smaller scale housing toward the school.

In addition, a need has been identified to move the Fire Station from its current site near the most congested corner in town, to a location on the periphery. No doubt, with some creative persistence, that site could also be released for housing and/or mixed-use. It is immediately adjacent to existing sheltered housing behind, and semi-detached housing on the side toward the school.



It seems quite plausible to suppose that 20 housing units could be developed across all these sites if they include some high density flats and an extension of the existing sheltered housing. Additional research could investigate these options. It would be foolish not to account for these sites in the plan as they are no longer functional for their previous use, they are virtually in the centre of town, and they must be redeveloped.

Summary of Alternative Scenarios



Whether proposed extensions to the settlement limit are acceptable depends entirely on what is allowed to be built on the new sites. It is a widely held view in Reepham that what is proposed is not acceptable due to size and location.

The Planners should take a more balanced view of potential development, on a number of different sites, as well as what can (and will) be achieved within the existing limits. As this exercise illustrates, it is perfectly feasible to achieve at least the minimum Reepham “quota” of new housing units (100) on several smaller sites that would extend the settlement area in different areas of the town. Combined, the sites in this exercise scenario (which is purely illustrative to show what is feasible if Planners set guidelines for developers) could achieve even the inflated targets in the current plan. All of these sites are known to be available, and owners have expressed willingness to develop on them. The question is whether the Planners are willing to establish terms of reference for proposals from those developers that will guide them in the right direction.

I am not naively suggesting that any of these sites should be built as described. I am simply pointing out that there are alternatives to the flawed Preferred Options, and that the Planners should TRY HARDER and respect the intentions of the consultation process. I urge them to take off their NPA urban planning hats, and make proposals for rural Reepham that will not destroy the character of the town, and that will be acceptable to its residents.

Example Alternatives to Reepham Preferred Options

Principles: no single development of more than 25 houses; high density only in town centre

For Reepham, low density = 10 households/Ha; high = 20+ households/Ha

In light of sustainability issues, SHOULD limit new households to 100 (minimum JCS target)

Potential site	number of dwellings	type of development	Housing Ha	Amenities Ha	Expanded limit, Ha	Housing density/ Ha	Density including amenities	Housing need (e.g. near to)	Site location
Sites that expand the settlement limit									
A	25	medium-density housing	1.7	0.8	2.5	15	10.0	employment	former Reepham 1, off Wood Dalling Rd, with access to Cawston Rd through existing development, e.g. Overton Way; shortlist proposal for 200 units was rejected
B	20	medium-density housing	1.3	0.5	1.8	15	11.1	schools, town centre	revised proposal for X48-01 (submitted by Hugh Ivins) with .5 Ha reserved for educational expansion; could reduce to 20 dwellings for proportionate amenity area
C	25	medium-density housing	1.7	0.8	2.5	15	10.0	schools, town centre	PO 48-02, land east of Whitwell Rd; reduced size (PO is 50 houses) is more compatible with existing townscape, surrounding neighbourhood
D	20	low-density housing	2.0	1.5	3.5	10	5.7	schools, town centre	reduced size, PO 48-01; peripheral, in existing low-density area, different access is easier to achieve with less impact; should be developed in keeping with what is already in Broomhill Lane area
E	20	medium-density housing	1.3	1.0	2.3	15	8.6	doctor, town centre	part of former Reepham 2, next to doctor's surgery

Total **110** 12.6

Sites within the existing settlement limit

F	20	mixed use						employment, town centre	PO 48-03, Station Yard/Stony Lane, within existing Settlement limits; this is a verified development, with planning (though it is lapsed it can be renewed)
G	5	high-density housing						misc potential	town centre - sites behind Old Brewery Lane, new ownership of Old Brewery House probably others that I don't know about; this is a very modest estimate; although not verified, some of the house sites are likely, and SOMETHING will happen to OBH since it is being sold, planning could influence the direction it takes
H	20	high-density housing, flats, sheltered, commercial						elderly, schools, town centre, low-income	three sites on School Rd: extension of sheltered housing; housing on Abbs site; flats, similar to the conversions at the corner of Back St and School Rd, on the now unused garage site; while these are not verified, they are certain to be developed in some way, and planning could influence what happens
	5	misc infill ("windfall")							various in planning, dispersed throughout town; again, this is a very modest estimate
X		Fire Station							The Fire Station is poorly sited for quick response due to congested single-lane intersection at centre of town; the town could do a land-swap, e.g. with landowner on Cawston Rd, to site the station there (on the road with best access into the most densely settled parts of town), to enable expansion of existing sheltered housing on old station site.

All sites **160** potential - should limit to 100 granted in planning period

Current Reepham Settlement Limit 76 Hectares

Expanded Reepham Settlement Limit - % increase 17% i.e., more land area overall, but more compactly related to existing limits, and less densely developed

Preferred Options - 2013

PO 48-01	90	housing estate	4.5		4.5		20.0		Dereham Rd, with new entrance
PO 48-02	50	housing estate	3.8		3.8		13.2		land east of Whitwell Rd
PO 48-03	20	mixed use; housing, care home, commercial	2.8						Station Yard
160			11.1		8.3		11%		
Expanded Reepham Settlement Limit									

Shortlisted sites 2011

Reepham 1	200	housing estate	8.8		8.8		0.0		agricultural & amenity land off Cawston Rd & Wood Dalling Rd
Expanded Reepham Settlement Limit					8.8		0.1		
Reepham 2	250	housing estate	12.0		12.0		0.0		agricultural land off Dereham Rd
Expanded Reepham Settlement Limit					12.0		0.2		
REP1	10	mixed use	2.8						



Personal Details

Thank you for taking the time to complete this form. We would be grateful if you could leave your contact details, below, so that we can keep you informed regarding progress with the Site Allocations document.

Your responses to the questions in this form will be published via our web-based Consultation Portal (N.B. only your name, the organisation you represent - if applicable, and your responses will be viewable).

Name (Title, First name, Surname)

Mrs. Rose Lockwood

Organisation (if applicable)

Address

[Redacted address information]