



West Broadland Green Infrastructure Project Plan

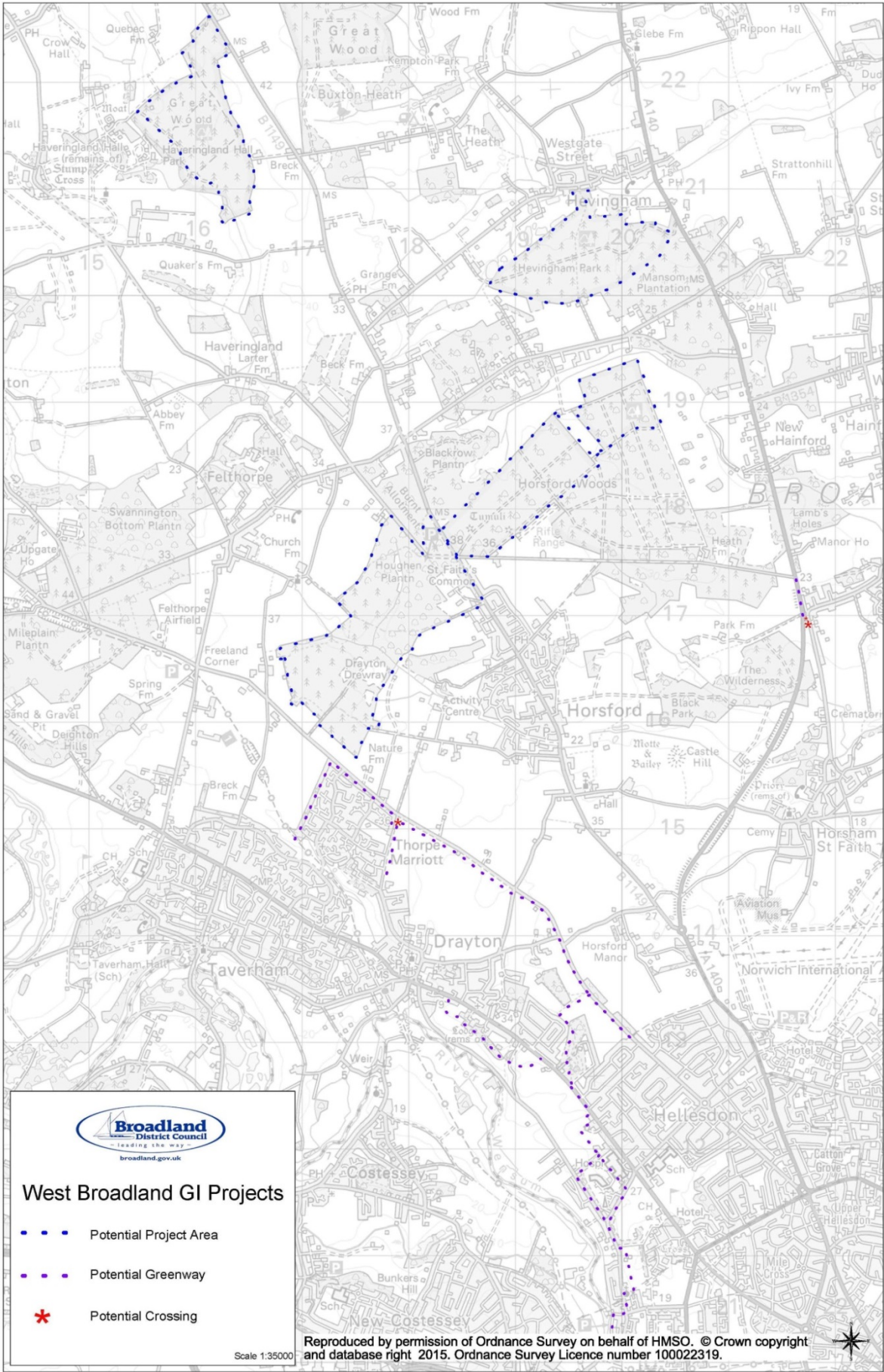


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PROJECT LOCATION MAP (excl. Project 10 - Marriott's Way Circular Walks)



1. Introduction

What is the West Broadland Green Infrastructure Project Plan?

This Project Plan identifies opportunities to enhance and develop 'green infrastructure' in the western area of Broadland, for the benefit of residents and wildlife. It complements a similar project plan that was developed for the east of the district in 2015.

It is anticipated that the identified projects will help to address the recreational and biodiversity impacts of future residential development within the area.

What is 'green infrastructure'?

The term 'green infrastructure' can often be open to different interpretations. It is therefore considered necessary for this Project Plan to adopt a standard definition that best reflects the common understanding of the term by local planning authorities within the Greater Norwich area.

The Joint Core Strategy for Broadland, Norwich and South Norfolk (2014) defines 'green infrastructure' as:

Green spaces and interconnecting green corridors in urban areas, the countryside in and around towns and rural settlements, and in the wider countryside. It includes natural green spaces colonised by plants and animals and dominated by natural processes and man-made managed green spaces such as areas used for outdoor sport and recreation including public and private open space, allotments, urban parks and designed historic landscapes as well as their many interconnections like footpaths, cycleways, green corridors and waterways.

As this is the standard definition of the term as it relates to the Broadland Development Plan, it is the definition adopted by this Project Plan.

It is also the definition adopted by the East Broadland Green Infrastructure Project Plan, which was produced by Norfolk County Council Environment Team on behalf of Broadland District Council in December 2015.

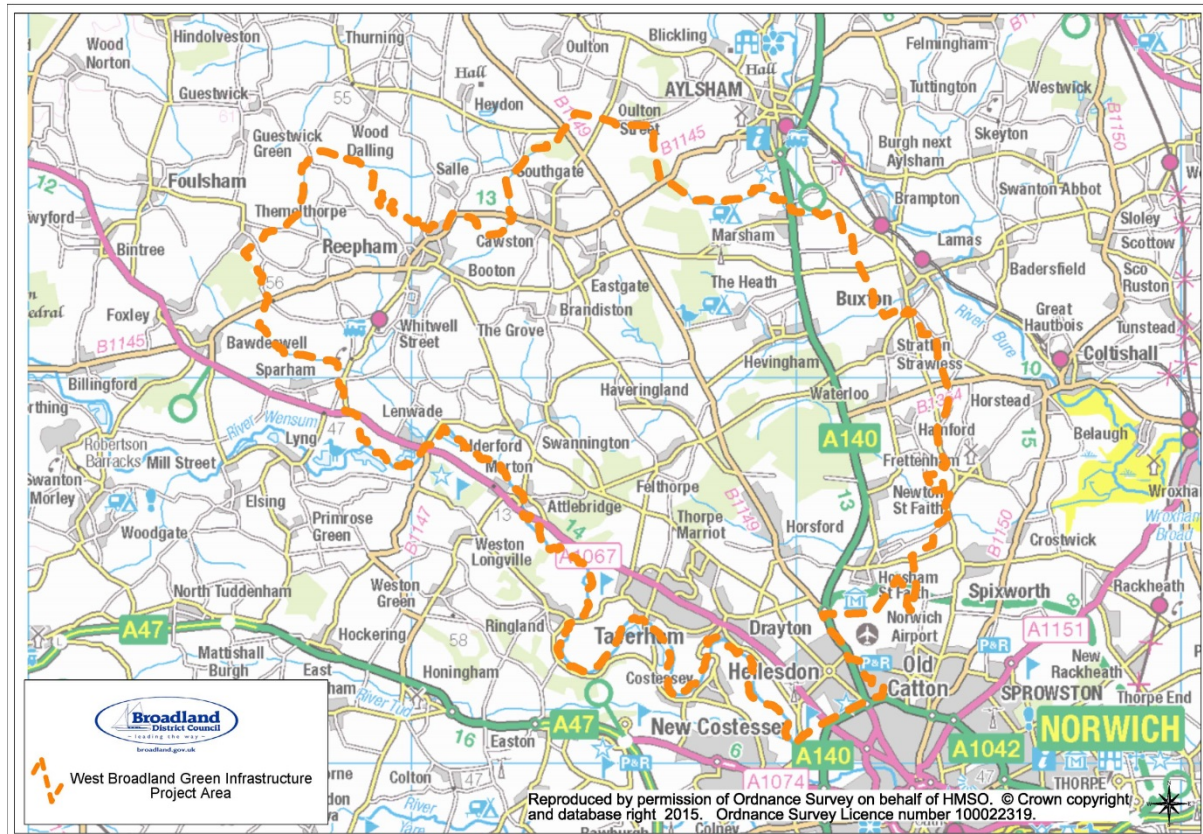
Background

This Green Infrastructure (GI) Project Plan focuses on the area in the west of Broadland District, from the boundary with Norwich in the south and with Breckland District in the west, to parishes such as Reepham and Cawston in the north and Marsham, Hevingham and Hainford in the east.

The basis for this study area, in GI terms, is the Marriott's Way Primary GI corridor (which runs from Norwich out towards Reepham and Aylsham, via Drayton, Taverham, Lenwade etc.) and the various secondary corridors that branch off from the Marriott's Way, linking the various villages and countryside, as identified within the Green Infrastructure Strategy 2008, commissioned by the Greater Norwich Development Partnership.

In addition, the housing growth set out within the Joint Core Strategy (2014) for Broadland, Norwich and South Norfolk and Broadland District Council's Site Allocations Document (2015) has implications in this area of the district, particularly within the Norwich Policy Area (NPA - the urban

fringe parishes and villages closest to the city). In addition to the current Development Plan, work has already commenced on the future Greater Norwich Local Plan and sites for housing development have been put forward for consideration all across Broadland, including within this study area. Whilst it is still too early to confirm which sites may become identified for development within the next Local Plan, there have already been and will continue to be a number of speculative planning applications in this and other areas of the district, particularly within the NPA.



West Broadland Green Infrastructure Project Plan study area

Housing growth within the district provides opportunities for green infrastructure enhancements 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 any negative impacts on particularly sensitive environmental assets within the area (principally those that have been designated under European legislation).

In addition, the health and wellbeing benefits of outdoor recreation opportunities have been much documented, and the projects within this plan will (it is anticipated) have strong, positive effect on the health and wellbeing of the local population.

This Project Plan makes recommendations for GI projects that will help to deal with the impacts of development within the area and which will improve GI connectivity at a broader, more strategic level.

An action plan, which summarises each of the projects within the document and which also includes estimates of costs and timescales, is included as Appendix 1 within this Plan. As noted elsewhere in the document, the purpose of the Plan is to highlight opportunities for positive GI interventions in

this part of the district. Further project development work will be required in each instance, as and when development opportunities arise.

2. Aim and Objectives

Aim

To identify a series of green infrastructure project opportunities across the western area of Broadland District which will enhance local recreational opportunities for residents of the area and provide enhanced habitats and connectivity for local wildlife populations.

The delivery of these projects will help to mitigate the impact of future growth of the area on the natural environment. It is anticipated that their delivery will reduce the number of residents travelling further afield to access recreational opportunities, particularly visits to highly sensitive wildlife sites which are designated for protection under European legislation (e.g. River Wensum, the Broads, North Norfolk Coast).

Objectives

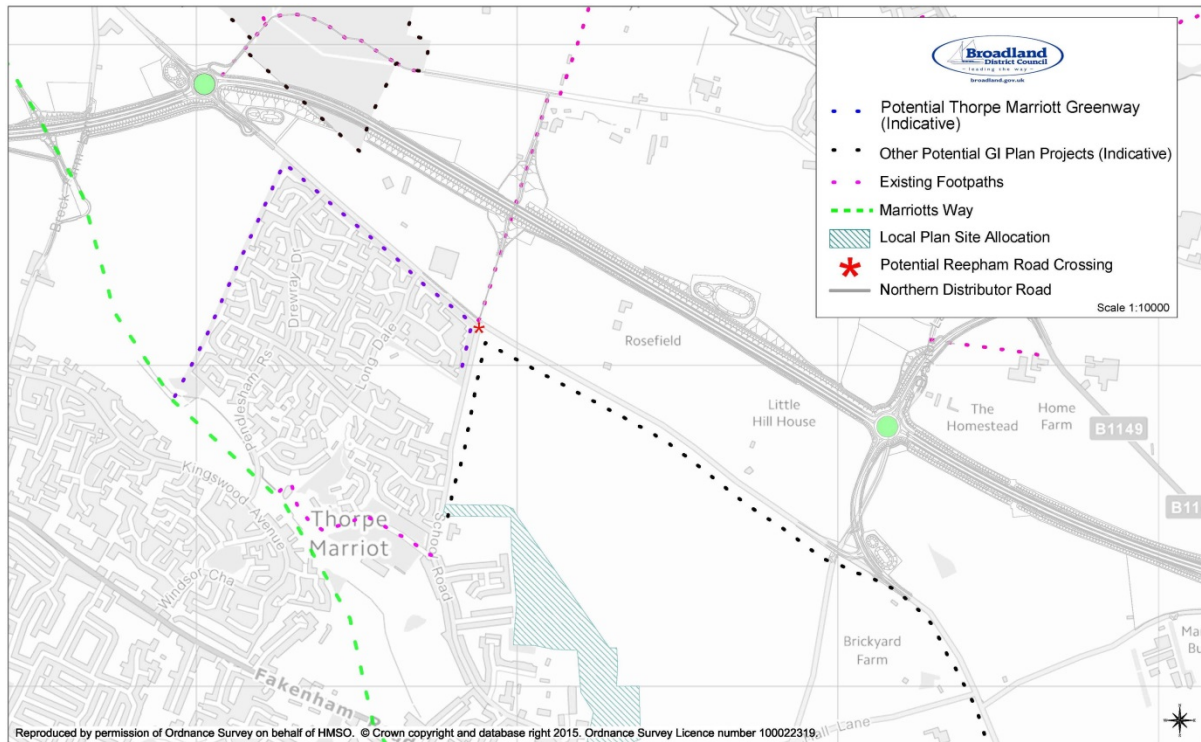
1. Establish new, accessible green spaces at a local level, for the benefit of local residents and wildlife.
2. Enhance existing local green spaces, in terms of their recreational offer and their biodiversity value.
3. Enhance connectivity between green spaces and settlements by establishing and enhancing green corridors.
4. Contribute to the development of the network of strategic, secondary green corridors that branch off from the Marriott's Way Primary GI Corridor.
5. Reduce visitor pressure on regional, European-designated sites by providing attractive, local recreation opportunities.

3. Project Proposals

Project 1: Thorpe Marriott Greenway

a) Location

This project takes in an area of tree-belt that skirts around the west, north and north-east of Thorpe Marriott, in Taverham and Drayton. It links the Marriott's Way (to the south west of the settlement) with the junction of School Road and Reepham Road (to the north east) and the playing field to the east of the settlement.



b) Description

The intention is to provide a footpath within the tree belt, which would create a circular walk for residents of Thorpe Marriott as well as connecting the Marriott's Way with the new 'green bridge' running over the NDR and then north to Horsford. This will also help to deliver the identified Thorpe Marriott to Hevingham Secondary Green Infrastructure Corridor (GNIP S6).

This will link into other proposed greenways in the area to provide long-distance connections from the edge of the City out to Taverham and Horsford in accordance with the Marriott's Way Primary Corridor and the North-west Forest and Heaths (Connections) project (GNIP ref. GI P8.1). There may also be the option of incorporating a cycleway at some date in the future.

The tree belt is owned by Broadland District Council meaning that there is no requirement to seek permissions from landowners for this project.

In summary, the scheme will:

- Provide an accessible footpath throughout the tree belt that surrounds Thorpe Marriott, from Naber Furlong in the south-west, then north to Jordan Close, east to the junction of Reepham Rd and School Rd, and along School Rd to the playing field.
- Provide associated infrastructure, including pedestrian gates at the two extremities of the tree belt and at the two locations where the path is traversed by Drewray Drive and Longdale. Signage and dog bins will also be required.
- Require signage and connectivity to link the end of the path at Naber Furlong with the Marriott's Way near to this location. Signage also to be provided at the School Rd / Reepham Rd junction, to indicate further connections.

c) Opportunities

The tree belt is already in situ and currently exists as a landscape buffer to the north and west of Thorpe Marriott. The development of a path through the belt offers a perfect opportunity to residents and to walkers using the Marriott's Way who may wish to undertake a circular route that spurs off of the main route in this area. The development of circular walks off of the Marriott's Way is also a priority of the Marriott's Way Improvement & Delivery Plan 2015-2025.

The new path will also provide users with a link to the 'green bridge' that is being installed over the NDR north of the junction between School Road and Reepham Road, allowing connectivity to Horsford and the woodland sites to the north. This also relates to the 'Drayton to Horsford Greenway' project within this Plan (Project 2) which proposes to connect with the green bridge over the NDR via footpaths along School Road and Reepham Road from the east, including the development of safe crossing measures across Reepham Road at this junction.

The project may also provide opportunities for enhancing biodiversity within the tree belt, with (for example) the possibility of trees that are removed being replaced by other appropriate planting, or by the planting of restrictive vegetation adjacent to property boundaries to deter trespassers.

d) Risks

- The project is reliant on sufficient funding being available for its completion. It is anticipated that funding for the scheme will be sought via Community Infrastructure Levy (CIL) and/or Section 106 money, if appropriate.
- There may be concerns over public access, for example in relation to safety and security. For this reason, it will be prudent to consult the police Architectural Liaison Officer during project delivery.
- As the development of the footpath will require the removal of a number of trees, a felling license will be required in order to undertake the work.
- It is likely that the project will require planning permission.
- The continued maintenance of the tree belt will need to be ensured and facilitated.

e) Justification

This project addresses Objectives 3, 4 and 5 of this Project Plan.

The Green Infrastructure Strategy 2008 proposes a range of Secondary Green Infrastructure Corridors within the district, one of which seeks to connect the Marriott's Way at Thorpe Marriott to Hevingham (via Horsford). This is already detailed within the Greater Norwich Infrastructure Plan as project GI S6 'Hevingham to Thorpe Marriott Secondary Corridor'. This greenway project seeks to deliver an element of this larger scheme.

The project also accords with policies and projects within the Drayton Neighbourhood Plan which seek to enhance and expand the network of footpaths around Drayton, as well as improving access to Drayton Drewray which lies just to the north of Thorpe Marriott, across the route of the Northern Distributor Road.

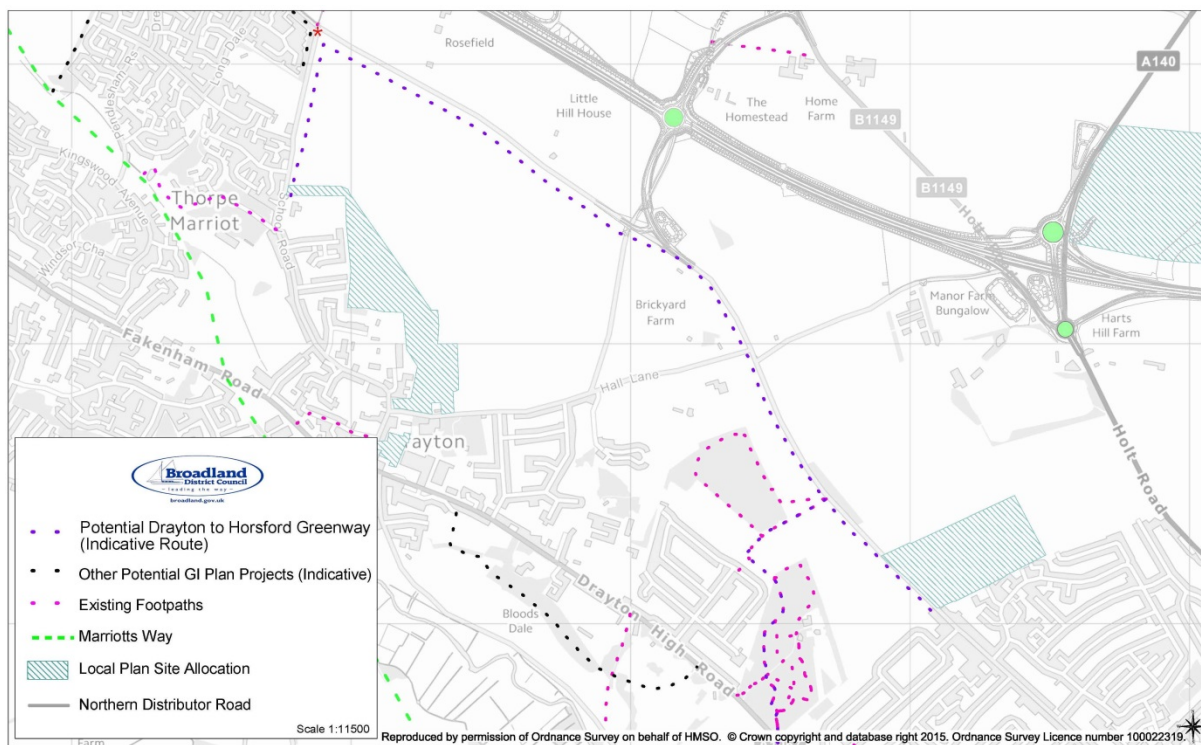
As such, it is a key element in achieving a wider network of green infrastructure to serve the communities in the area.

Project 2: Drayton to Horsford Greenway

a) Location

This project seeks to develop a continuous ‘greenway’ link between Drayton and Horsford, starting at the A1067 in the far east of the parish and linking the following components:

- Drayton Wood CWS
- Canhams Hill CWS
- Land south of Reepham Road, between Hellesdon and Thorpe Marriott
- Footpaths associated with Manor Park development, off Hall Lane
- New safe crossing measures over Reepham Road
- Public Right of Way and new green bridge over NDR



b) Description

The project aims to develop a green corridor (‘greenway’) that connects the south east of Drayton (picking up the Hellesdon-Drayton Greenway - Project 3, as it emerges at Drayton High Rd) to Horsford, via various G.I. components, as described above. The project will also potentially connect the western edge of Hellesdon to the greenway network via a connection running parallel to Reepham Road, from the edge of the settlement.

The greenway would offer more than simply a footpath and would constitute a green corridor that is functional for both people and wildlife. While the central ‘spine’ of a greenway would be a defined path or track, this may be fringed by verges of low-lying, wild vegetation, for example.

Two of the green infrastructure assets to be connected are designated as County Wildlife Sites (CWS) - Drayton Wood and Canham’s Hill. CWS are considered to be of value for wildlife in a county

context and the CWS system in Norfolk is managed by a partnership of Norfolk Wildlife Trust, Norfolk Biodiversity Information Service (NBIS), Norfolk County Council, Norfolk Biodiversity Partnership, Natural England, Environment Agency and the Broads Authority, with NWT taking the lead role. While CWS do not receive statutory protection, they are given some protection through the planning system.



Canham's Hill CWS viewed from the south east

In particular, Norfolk Wildlife Trust has indicated that Canham's Hill is currently unmanaged and in poor condition and that complete restoration of the site to a woodland (perhaps as a community woodland) would be advantageous. In addition, connecting the site to nearby Drayton Wood via an appropriate wildlife corridor (e.g. continuous hedgerow) would be highly beneficial for local wildlife populations.



Drayton Wood

Development of the greenway will utilise Public Rights of Way and Permissive Paths, where they exist, making improvements and enhancements to existing footpaths, including new signage and promotion of the walks and new planting and ecological enhancement, where practical.

However, work is needed to secure new links along various parts of the proposed corridor. This includes seeking a G.I. connection along land adjacent to Reepham Road and along School Road.

At the junction of these two roads, the project will seek safe crossing measures (e.g. new pedestrian crossing, safe refuges, warning signs for drivers etc.) for pedestrians wishing to cross Reepham Road to access the green bridge to the north (or the reverse).

This will link into other proposed greenways in the area to provide long-distance connections from the edge of the City out to Drayton, Horsford and Hevingham.

In summary, this project seeks to:

- Deliver new greenway connections at Canham's Hill and along Reepham Road in order to deliver a continuous green corridor linking Drayton Wood at Drayton High Road to the new green bridge over the NDR.
- Produce and deliver a conservation management plan for Canham's Hill CWS.
- Produce and deliver a conservation management plan for Drayton Wood CWS,
- Enhancement of current connections, where appropriate (e.g. surfacing, drainage etc.)
- Install safe crossing measures across the Reepham Road at its junction with School Road.
- Install waymarking throughout the greenway to indicate destinations, distances etc., including map boards at strategic locations.
- Raise awareness of the greenway using promotional literature, to be made available online and in local, public locations.

c) Opportunities

The main opportunity arising from this project is the securing of new GI corridor components to serve local communities.

The development of this route will also help (along with the Thorpe Marriott Greenway) to deliver a wider circular route around Drayton, one of the aspirations of the adopted Drayton Neighbourhood Plan.

There may be the opportunity to incorporate cycleways into some elements of this corridor, allowing a flow of cyclists between Horsford, Drayton and Hellesdon (e.g. students of Hellesdon High School that live in Drayton/Horsford).

d) Risks

- There may be difficulties in securing landowner permissions for some of the proposed, new greenway elements.
- The project is reliant on sufficient funding being available for its completion. The most likely sources of funding are Community Infrastructure Levy (CIL) or Section 106 money.
- Consultation will be necessary with Norfolk County Council Highways regarding safe crossing measures over Reepham Road. There may be limitations on what can be implemented at this location.
- The continued maintenance of the different elements of the scheme will need to be ensured and facilitated during the project development stage. It is likely that different elements will be the responsibility of different organisations.

e) Justification

This project addresses Objectives 2, 3, 4 and 5 of this Project Plan.

The project also fits within the overall GNIP Priority Area, 'North West Forest and Heaths (Connections)', which seeks to develop a primary corridor connecting woodlands and heaths to the north west of Norwich. Identified in the Green Infrastructure Strategy, the area to the north-west of Norwich is noted for its opportunities for wood pasture and heathland habitat enhancement and

creation. This particular element of the corridor will connect woods at Drayton Wood, Canham's Hill, Drayton Drewray, and Felthorpe and St. Faith's Commons.

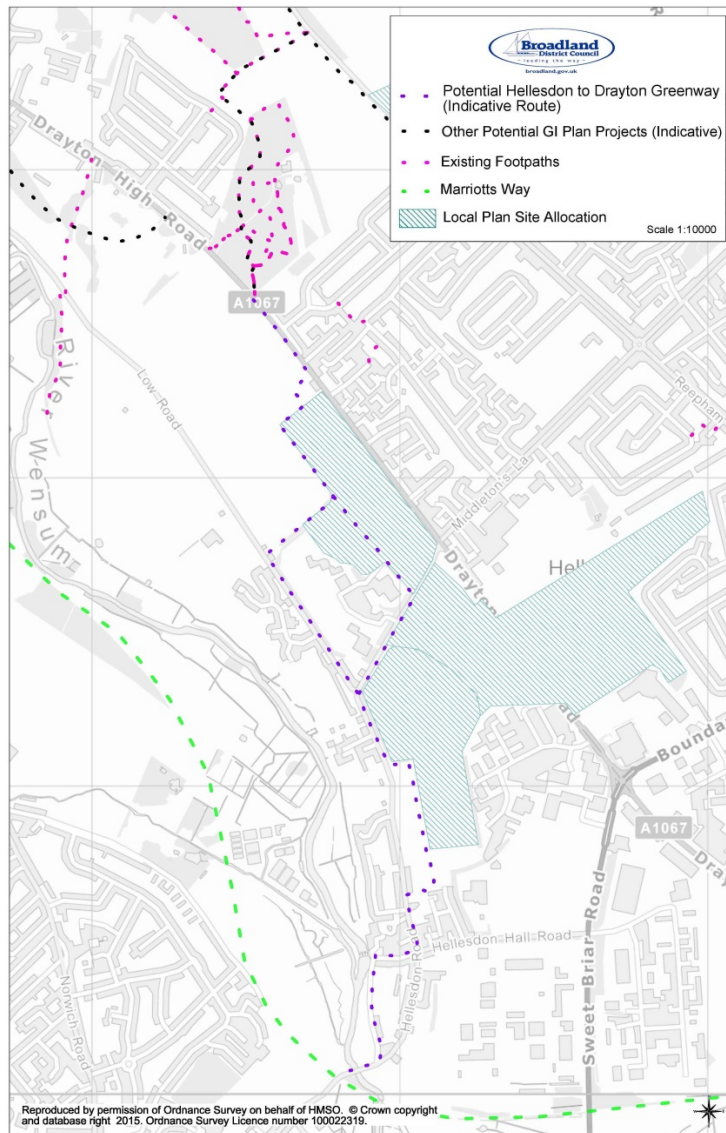
The project also accord with policies and projects within the Drayton Neighbourhood Plan which seek to enhance and expand the network of footpaths around Drayton, as well as improving access to Drayton Drewray which lies just to the north of Thorpe Marriott, across the route of the proposed NDR.

The scheme therefore forms an important component in the development of an enhanced network of green infrastructure to serve local communities in this part of the district.

Project 3: Hellesdon to Drayton Greenway

a) Location

This project seeks the development of a green corridor or greenway, running north-south through the west of the parish of Hellesdon. At its southern end, the corridor will begin at Hellesdon Bridge (in north-west Norwich, at the junction of the Marriott's Way) and it will lead to Drayton Wood, at the northern edge of Hellesdon parish. This takes in development sites such as the Royal Norfolk Golf Course and Hellesdon Hospital.



b) Description

The project looks to create a green corridor or 'greenway', running north-south along the western side of the parish of Hellesdon, branching off from the Marriott's Way in the south (at Hellesdon Bridge, within the Norwich city boundary) and connecting to Drayton Woods in the north. This will primarily be delivered through the development of sites at the Golf Course and Hellesdon Hospital, as part of the requirements for on-site green space in these locations. It is proposed that the greenway will then run north-west from the Hospital site, skirting around the boundary of



Disused footpath between Carrowbreck and Hellesdon Hospital

Carrowbreck House to meet Drayton Road. The inset map displays two broad options for connectivity through the Hospital site, with the preference being for the greenway to skirt the western fringe of the site, parallel to Low Road, before veering north east to meet the track which links the Hospital to Carrowbreck. The other option takes in less green space, using Hospital Lane before cutting through the main complex of buildings to access this track.

From a wider, strategic point of view there is a desire to connect this route to the entrance to Drayton Wood, on Drayton Road, by developing a section of corridor between Carrowbreck and the wood.

This greenway would then connect to the proposed 'Drayton to Horsford Greenway' (Project 2) in the area to provide long-distance, green connections from the city

out to Drayton, Taverham, Horsford and Hevingham, in accordance with the Marriott's Way Primary Corridor and the North-west Forest and Heaths (Connections) project (ref GI P8.1). There may also be the option of incorporating a cycle-way at some date.

The greenway would offer more than simply a footpath and would constitute a green corridor that is functional for both people and wildlife. While the central 'spine' of a greenway would be a defined path or track, this may be fringed by verges of low-lying, wild vegetation, for example. Whilst much of the proposed route, at this stage, is indicative, the majority of the greenway falls within green spaces. Small sections (mainly to the south, within the Norwich City boundary) will likely need to follow sections of minor road.

In summary, this project seeks to:

- Deliver new greenway connections between the end of Clovelly Close, Hellesdon and the Golf Course development; and north from here, through the green spaces on the Hellesdon Hospital site, to link to Carrowbreck and Drayton High Road.
- Enhancement of current green infrastructure, where appropriate (e.g. clearance, surfacing, drainage, planting etc.)
- Install waymarking throughout the greenway to indicate destinations, distances etc., including map boards at strategic locations.
- Raise awareness of the greenway using promotional literature, to be made available online and in local, public locations.

c) Opportunities

A large part of the G.I. connections that are being sought through this project are ones that should arise as part of on-site provision through development in Hellesdon. This primarily relates to development proposed at the Royal Norfolk Golf Course and at Hellesdon Hospital.

d) Risks

- Much of the proposed route is indicative at this stage. The final route will depend on negotiations with landowners and it may be that certain elements will prove difficult to deliver should there be complications in reaching agreement.
- Much of the proposed greenway relies on green infrastructure connections being delivered through development (the Golf Course site and the Hospital). Permission has been granted and G.I connections agreed as part of the Golf Course application, but no planning application has come forward, as yet, relating to the Hospital site. Failure of this scheme to progress will result in a significant gap in connectivity of the greenway.
- Other than those elements which are expected to be delivered via development (see above), the project is reliant on sufficient funding being available from elsewhere for its completion. It is anticipated that funding for the remainder of the scheme will be sought via CIL.
- The continued maintenance of different elements of the scheme will need to be ensured and facilitated during the project development stage. It is likely that different elements will be the responsibility of different organisations.

e) Justification

This project addresses Objectives 1, 3, 4 and 5 of this Project Plan.

The project also fits within the overall GNIP Priority Area, 'North West Forest and Heaths (Connections)', which seeks to develop a primary corridor connecting woodlands and heaths to the north west of Norwich. Identified in the Green Infrastructure Strategy, the area to the north-west of Norwich is noted for its opportunities for wood pasture and heathland habitat enhancement and creation. This particular element of the corridor will connect the city, through Hellesdon, to woodland elements in south east Drayton.



Land between Hellesdon Hospital and Low Road,

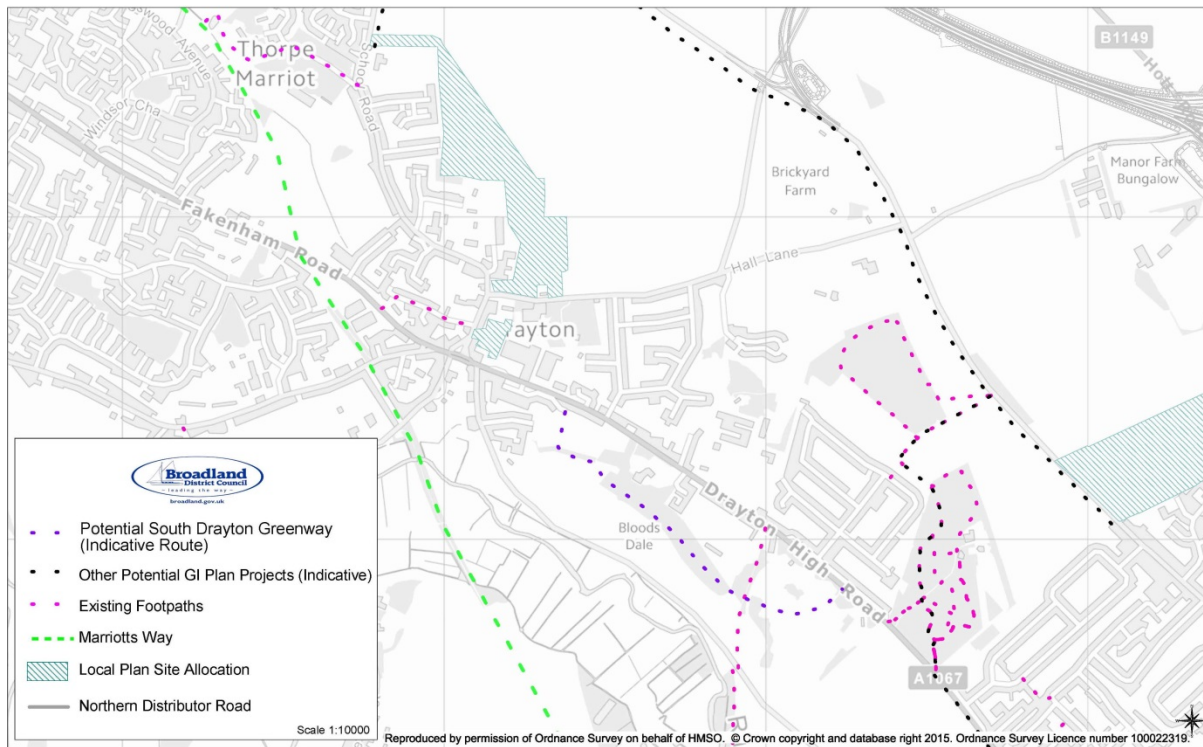
In addition, the emerging Hellesdon Neighbourhood Plan includes 'to protect and enhance local green infrastructure' as one of its objectives, and a policy concerning the development of a 'green grid' of local G.I. connections, facilitated through local housing development. Elements of this green grid run north-south, parallel to Low Road and Drayton High Road, and therefore closely relate to this project.

As such, the project forms a key element in achieving a wider network of green infrastructure to serve the communities in the area.

Project 4: South Drayton Greenway

a) Location

This project concerns the area of green space that lies between Drayton High Road and Low Road, in the parish of Drayton. It extends from Lodge Breck and Fairview Close in the west to Drayton High Road in the east, taking in Drayton Lodge, the area known as Bloods Dale, and the former David Rice Hospital site.



b) Description

The project seeks to secure a greenway to the south of Drayton village, linking the village centre with Public Rights of Way in Drayton Wood, to the south east, which forms part of the greenway which skirts the north of the village (see Project 2). This would create a circular route around Drayton which achieves one of the main aspirations of the Drayton Neighbourhood Plan.

The greenway would offer more than simply a footpath and would constitute a green corridor that is functional for both people and wildlife. While the central ‘spine’ of a greenway would be a defined path or track, this may be fringed by verges of low-lying, wild vegetation, for example.

The tree belt that runs between Drayton High Road and the Low Road provides an ideal basis for the development of the greenway. The tree belt finishes at Green Lane which runs north/south to the west of the former David Rice Hospital site, made up of woodland and open areas of former parkland.

In the development of such a greenway, there would need to be a degree of waymarking, indicating destinations and direction of travel. In addition, there may be scope for limited interpretation material, for example in the area known as ‘Bloods Dale’ which is said to be the site of a battle between the Danes and the Anglo-Saxons during the Middle Ages.

In summary, this project seeks to deliver the following elements:

- The development of a new, accessible greenway, linking Lodge Breck/Fairview Close in Drayton to Drayton High Road further east, taking in Bloods Dale and the former David Rice Hospital site.
- Installation of waymarking to indicate destinations/distances, including map boards at key locations. Consider installation of interpretation board at Bloods Dale.
- Enhancement of biodiversity and access at the former David Rice Hospital site.
- Raise awareness of the greenway using promotional literature, to be made available online and in local, public locations.

c) Opportunities

Parts of the greenway could be brought forward as part of potential developments to the south of Drayton High Road. Even so, there may remain 'gaps' in the corridor that would still need to be addressed by other means.

The David Rice Hospital site is of high ecological value and is considered by Norfolk Wildlife Trust to be of County Wildlife Site value. The site is not suitable for tree planting, but should be considered primarily as a grassland restoration site.

d) Risks

- The majority of the proposed greenway will rely on green infrastructure connections being delivered through development proposals in this location. Failure of individual schemes to progress will result in significant gaps in the connectivity of the greenway.
- The continued maintenance of the tree belt will need to be ensured and facilitated during the project development stage. There may be potential for the scheme to be adopted by Drayton Parish Council in the long term.

e) Justification

This project addresses Objectives 2, 3 and 5 of this Project Plan.

As discussed above, the project also achieves one of the main aspirations of the Drayton Neighbourhood Plan, which is to 'create a new contiguous route running from Low Road in the village centre to Drayton Wood and Canham's Hill and onwards to Hall Lane, School Road and Drayton Drewray and the Marriott's Way'.

The project therefore forms a key component in developing a wider network of green infrastructure to serve local communities in the area.

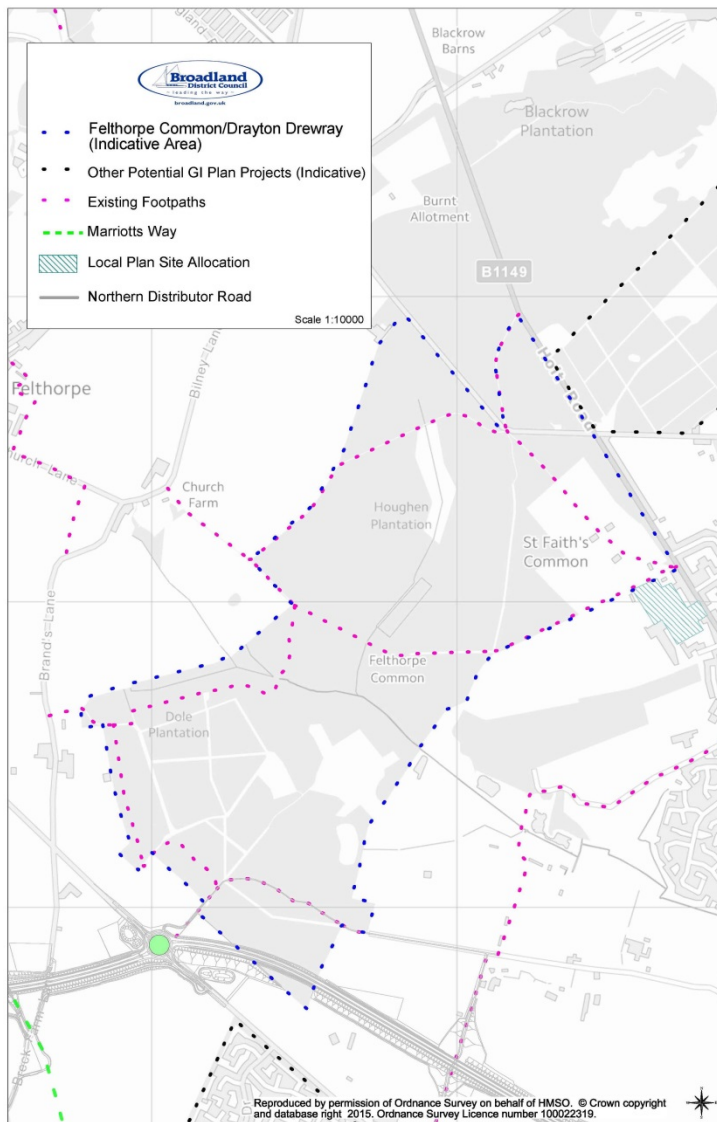


Former David Rice Hospital site

Project 5: Felthorpe Common / Drayton Drewray - Site Enhancements

a) Location

This project focuses on the large area of woodland (approx. 149ha) which lies between Holt Road and Reepham Road, west of Horsford. The woodland incorporates St. Faiths Common, Houghen Plantation, Felthorpe Common, Whinny Hills, Dole Plantation and Drayton Drewray. The woodland area also comprises several pockets of heathland/grassland.



b) Description

This project focuses on the aforementioned large area of woodland/grassland as a key green infrastructure asset, serving the local communities of Horsford, Drayton, Thorpe Marriott, Taverham and Felthorpe. The project will look to enhance the site from a recreational and ecological perspective.

The entire site spans the parish boundaries of Drayton, Felthorpe and Horsford, with the majority lying within Felthorpe. The area includes three designated County Wildlife Sites, these being Whinny Hills and Common, Drayton Drewray, and Pyehurn Lane Woodland. Approximately 50ha of the site is

also registered as common land. This includes most of Drayton Drewray and the area in the centre of the overall site known as Felthorpe Common.



St. Faith's Common, Horsford

Although most of the land is in private ownership (amongst two landowners), the registered commons at Drayton Drewray and Felthorpe Common are owned and managed by local, charitable trusts.

Broadland District Council leases a small area of land, adjacent to Holt Road and spanning either side of Haveringland Road, from the Horsham and Newton St Faith's Fuel Allotment Charity. This is the area known as St. Faith's Common. Much of the management of the Common includes maintaining the two small car parks either side of Haveringland Road, undertaking necessary tree health and safety works, maintaining the paths in the area and looking after the small pocket of restored heathland on St. Faith's Common.

The whole woodland area is served by a network of public rights of way, which offer circular walks around the site and which connect the area to the villages of Horsford, Felthorpe, and Thorpe Marriott.

There are several key elements to this project:

- Improved public access within the overall site, including improvements to footpaths, installation of waymarking, signage and promoted circular routes.
- Connecting the existing heathland/grassland pockets within the area via wide rides, to allow 'nature highways' which will improve the sustainability and biodiversity of the heathland habitats. Consideration to be given to introduction of livestock for management purposes (e.g. at St. Faiths Common, currently managed by Norwich Fringe Project, and at Drayton Drewray).
- Consideration to be given to developing further heathland/grassland pockets.
- Improved car parking facilities at the car parks located to the north and south of Haveringland Rd (e.g. re-surfacing, toilets, dog bins and map boards).

- Consider development of a new, small-scale car park at southern entrance to Drayton Drewray, accessed via new roundabout on NDR.
- Additional ecological surveys (incl. reptile and bird surveys) and co-ordinated wildlife and recreational management across the sites of different ownership within the project area.
- Improvements to pedestrian connections leading to the site from nearby settlements, where necessary, including signage and map boards.
- Promotion of site within nearby communities via promotional literature.
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c) Opportunities

Current and future housing developments in the proximity of this site bring opportunities to resource these G.I. enhancements through the use of Community Infrastructure Levy and possible Section 106 agreements.



Grassland at Drayton Drewray

There are opportunities to expand upon and connect the existing pockets of heathland within the site without jeopardising the overall woodland nature of the area. This will help to achieve a key priority for this character area, as set out within the Landscape Character Assessment 2013.

Much of the site is registered common land (Felthorpe Common, most of Drayton Drewray) and there may be opportunities to expand the footpath network in these areas

of the site in order to create additional circular routes etc.

The Norfolk Wildlife Trust developed a County Wildlife Site Management Plan for Drayton Drewray in 2015 which sets out an action plan for enhancing and maintaining the wildlife value of the site. The site has open access and is currently unmanaged. In summary, management work recommended by the plan includes the restoration of species-rich fen, plus on-going management of bracken and the acid grassland. Restoration of the existing fen and the re-introduction of grazing would constitute higher-end management, together with the installation of access gates and interpretation on the site.

d) Risks

- Different parts of the site are in the ownership of five separate bodies. In order for the project to be fully realised, there will need to be agreement with each of the bodies for enhancements to be made to their land.
- Houghen Plantation and Drayton Drewray currently have minimal public access and increasing access to these sites needs to be done with sensitivity, as these areas have high ecological value.

- The project is reliant on sufficient funding being available for its completion. Residential development being progressed in the locality may mean that funding for the project can be sought via CIL or Section 106 money.
- The continued maintenance of the site will need to be ensured and facilitated during the project development stage. There may be a number of options for dealing with management, but a partnership approach between the different bodies currently responsible may be most effective.

e) Justification

This project addresses Objectives 2, 3 and 5 of this Project Plan.

The project also fits within the overall GNIP Priority Area, 'North West Forest and Heaths (Connections)', which seeks to develop a primary corridor connecting woodlands and heaths to the north west of Norwich. Identified in the Green Infrastructure Strategy, the area to the north-west of Norwich is noted for its opportunities for wood pasture and heathland habitat enhancement and creation.

This site sits between Drayton and Horsford, both of which are settlements experiencing significant development proposals. The enhancement of the woodland area will provide an attractive and accessible recreational experience for existing and future residents of the area, reducing visitor pressure on sensitive environmental assets which are within driving distance, including Buxton Heath and the North Norfolk Coast.

The project also has strong links with aspirations within the adopted Drayton Neighbourhood Plan and the emerging Horsford Neighbourhood Plan. The former includes a specific project which looks at 'GI improvements at Drayton Drewray, Canham's Hill and Drayton Wood'. The emerging Horsford Neighbourhood Plan includes suggested policy ideas, arising from public consultation, such as protecting existing woodland, creating new countryside walks, and developing woodland recreation.

The scheme therefore constitutes a key element in the development of a wider network of green infrastructure to serve local communities in this part of the district.

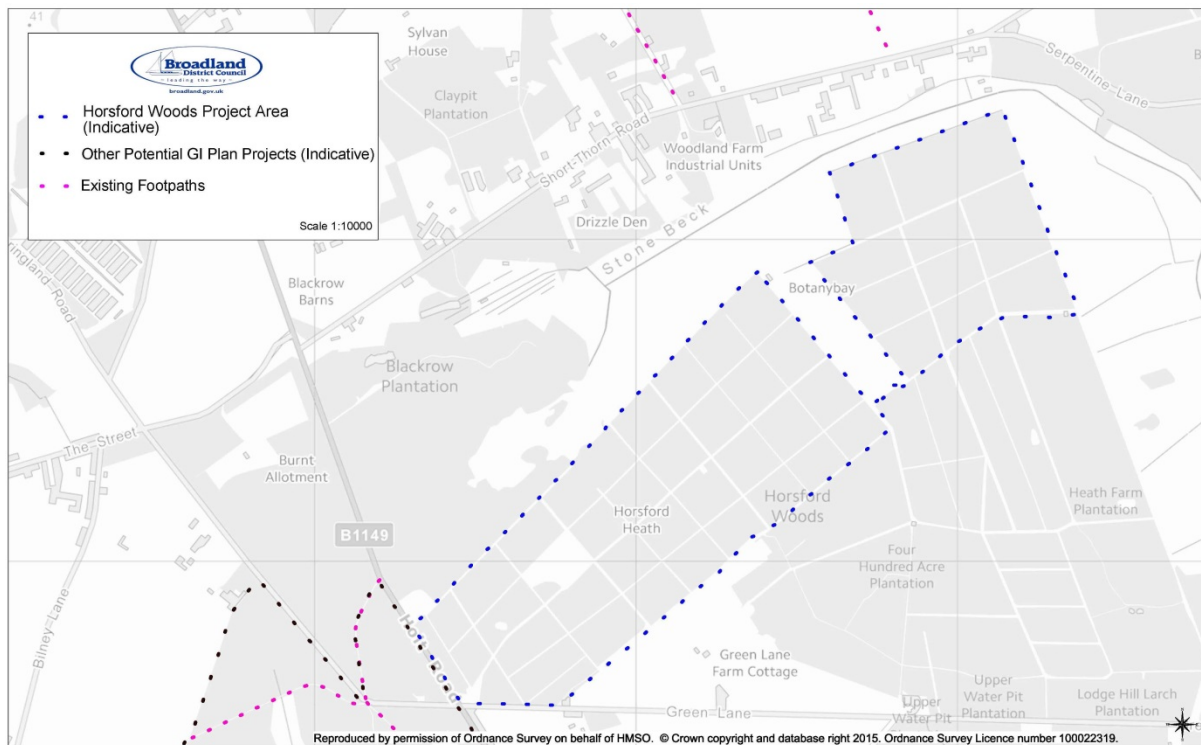


Houghen Plantation, Felthorpe

Project 6: Horsford Heath / Horsford Woods - Site Enhancements

a) Location

Horsford Heath and Horsford Woods occupy a large site of approx. 267ha to the east of Holt Road and north of Green Lane, to the north of the village of Horsford. The site is predominantly a commercial, coniferous plantation and it is leased by the Forestry Commission from more than one private landowner. The site is also a designated County Wildlife Site.



b) Description

This project seeks to make enhancements to Horsford Heath and Woods in order to make them more accessible and appealing to local residents as areas for recreation, as well as increasing their biodiversity value.

The western part of the site, known as Horsford Heath, is open to the public and includes a series of accessible tracks that have developed along woodland rides. There are also heritage features in this part of the site, in the form of two Bronze Age round barrows and the former WW1 and WW2 rifle range (still in operation) to the south. As the name suggests, areas of this site have been restored to heathland habitat. A small car park serves this part of the site, located at the corner of Holt Road and Green Lane.

Some areas of the site are important habitats for species such as wood lark, adder and marsh gentian.

The eastern part of the site, although leased and managed by the Forestry Commission, is not open to the public, although a smaller section on the north east edge of the site is in freehold ownership of the Commission.

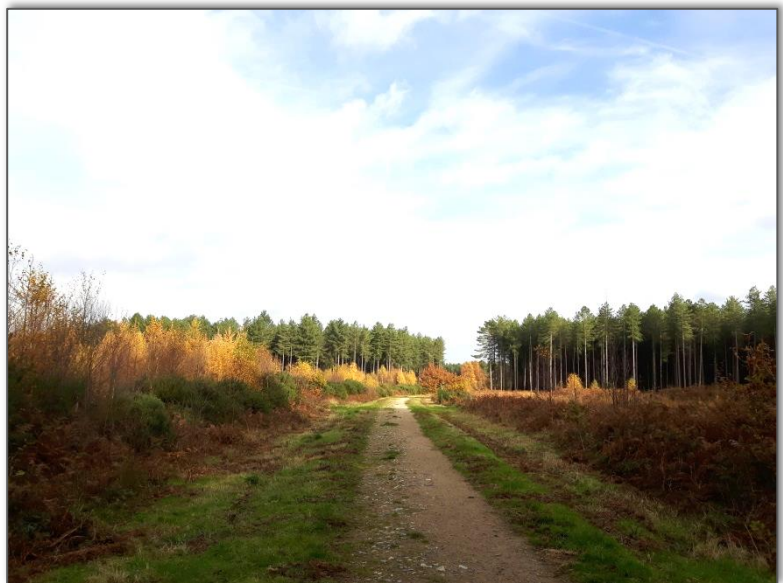
Within Horsford Heath (the existing, publicly accessible part of the site) enhancements will include the following elements:

- Improved public access within the site, including improvements to footpaths and rides, and installation of waymarking and interpretation panels, where appropriate.
- Ecological survey to establish detailed recommendations for ongoing biodiversity management of the site, alongside its recreational function.
- Improved car parking facilities to the south west of the site, including better access, resurfacing, toilets, dog bins and map boards.
- Raise awareness of the site using promotional literature, to be made available online and in local, public locations. Consider signage to the site and map boards within Horsford village.

c) Opportunities

There are opportunities to expand upon, connect and manage the existing pockets of heathland within the site without jeopardising the overall woodland nature of the area. This will help to achieve a key priority for this character area, as set out within the Landscape Character Assessment 2013.

Possible, additional projects for the future might include exploring whether other areas within the wider woodland site



Horsford Heath

could be made accessible to the public. For example, if the north-eastern part of the site (owned by the Forestry Commission) could be accessed, then this might facilitate a connection to Short-Thorn Road and then to Hevingham Park (see Project 7). Likewise, if public access were allowed in other areas of the wider woodland site then this could allow for wider, circular connections to be developed in the Horsford area.

d) Risks

- In order for the project to go ahead, there will need to be agreement from the landowner(s) for particular enhancements to be made.
- The project is reliant on sufficient funding being available for its completion. Residential development being progressed in the locality may mean that funding for the project can be sought via CIL or Section 106 money.
- The continued maintenance of the site will need to be ensured and facilitated. It is anticipated that this will continue under the current arrangement, whereby (as leaseholders) the Forestry Commission act as site managers.

e) Justification

This project addresses Objectives 1, 2, 3 and 5 of this Project Plan.

As discussed earlier, significant residential development is occurring in the area, leading to increased pressure on the countryside. The enhancement of these woodlands will provide an accessible and enjoyable recreational asset to residents of Horsford.

As already noted, the project will also help to deliver strategic green corridor connectivity, as part of the 'North West Forest and Heaths' project (GNIP Project GIP8.1) and the 'Hevingham to Thorpe Marriott Secondary Corridor' (GNIP Project GIS6).

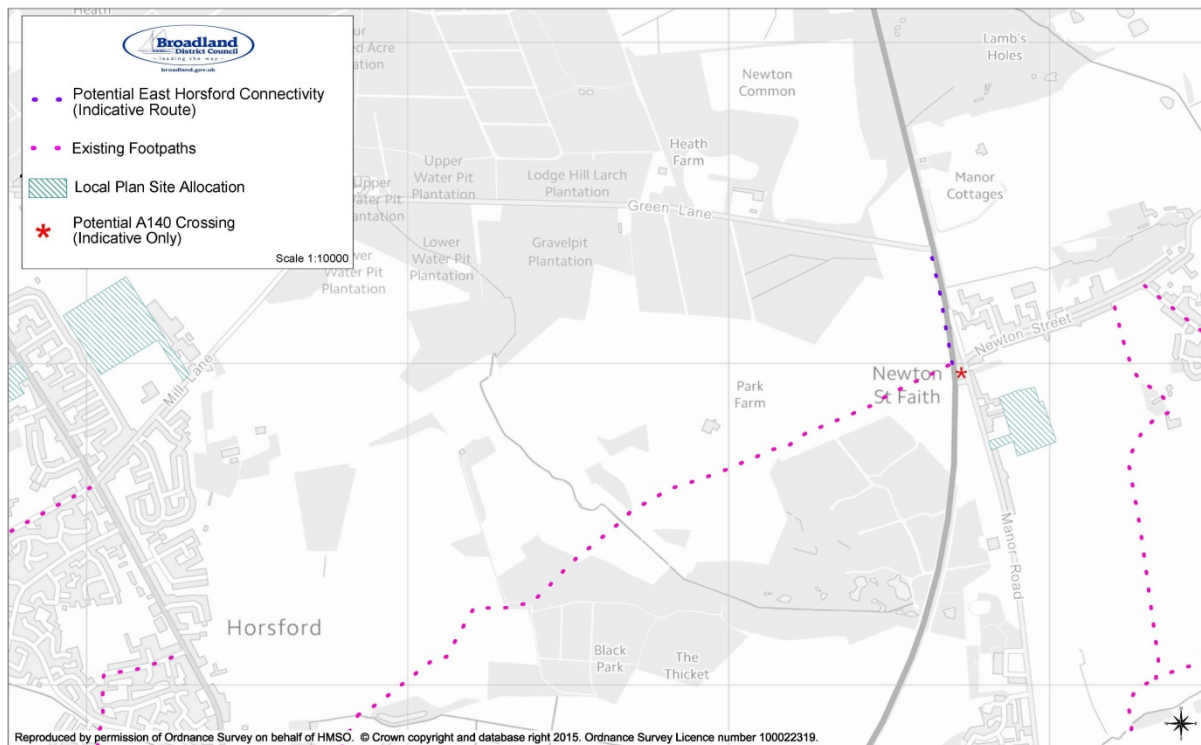
The project also has strong links with aspirations within the emerging Horsford Neighbourhood Plan. This includes proposed policies relating to woodland and heathland, footpaths and local green space.

The scheme is therefore an important element in developing a wider network of green infrastructure to serve communities in this area.

Project 7: East Horsford – Connectivity & Circular Walk

a) Location

This project seeks to enhance connectivity to the east of the village of Horsford, in the area of Black Park CWS, the A140 and Green Lane. This will help to promote a circular walk taking in the east of the parish. The project is based in a landscape rich in CWS, including the aforementioned Black Park, Horsford Heath & Woods and Castle Hill.



b) Description

The project seeks to enhance footpath connectivity to the east of Horsford village, creating a significant circular route around the east of the parish for residents and visitors.

It also seeks to reduce the limitations of the physical barrier (i.e. the A140) that runs between Horsford and Horsham & Newton St Faiths by introducing safe crossing measures, enabling residents of Newton St. Faith to have safer access to the footpath and G.I. network around Horsford.

Currently in this part of the parish, there are a variety of farm tracks as well as a PRoW which runs east-west between the A140 at Newton St. Faith and the southern end of Horsford village, on Holt Road.

A circular route for walkers currently exists that takes in the existing PRoW that runs from the Holt Road in Horsford to the A140, a small stretch of the A140 itself that runs north to Green Lane, Green Lane itself, Mill Lane, and then back onto Holt Road. This route is just over 4 miles in length and is currently used by local residents.

However, the stretch of route along the A140 is not suited for walkers, there being no dedicated footway - simply a narrow grass verge. The project therefore seeks roadside improvements for

walkers along the western side of this stretch of the A140. At its simplest, this could be in the form of a clearly marked path, with compacted hoggins, set back from the road.

In addition, as summarised above, the project will seek to introduce safe crossing measures for pedestrians over the A140 at Newton St. Faith. Such measures might include developing a central refuge (there is already a central, hatched, safety area for vehicles), introducing road signage to alert drivers of potential pedestrians, and developing a safe 'waiting area' on the eastern side of the A140, with a path connecting to Manor Road.

Alongside these elements, the wider project would involve promotion of the circular route, involving signage, leaflet promotion and footpath enhancements, where necessary.

Therefore, in summary, the project seeks to:

- Deliver a new footway connection along the western side of the A140, linking the junction of the PRow with Green Lane, as shown on the above map.
- Enhance the current PRow, stretching from Holt Rd, Horsford to the A140, where applicable.
- Install waymarking at key locations to indicate destinations/distances etc.
- Install safe crossing measures across the A140 to link the PRow with Newton Street at Newton St. Faith.
- Raise awareness of the circular walk using promotional literature, to be made available online and in local, public locations. Consider signage to the walk and a map board within Horsford village.

c) Opportunities

There is the opportunity to tie in this circular walk with local heritage elements, such as Castle Hill (south of Black Park), the Bronze Age barrows and WW1/2 firing range at Horsford Woods and Horsford Mill etc., thus creating a heritage trail.

d) Risks

- There is a risk that discussions with the relevant landowner and Norfolk County Council Highways fail to result in the development of the necessary footpath link and safe crossing measures along the A140.
- The project is reliant on sufficient funding being available for its completion. It is anticipated that funding for the scheme will be sought via Community Infrastructure Levy (CIL) or Section 106 money, if appropriate.
- The long-term maintenance of the PRow will likely remain with Norfolk County Council. However, discussions will need to be had during the project development stage as to which body will be responsible for the footway alongside the A140. It is likely that this will either be Norfolk County Council or Horsford Parish Council.

e) Justification

This project addresses Objectives 3 and 5 of this Project Plan.

The aspiration of 'creating new country walks' is one that occurs in the emerging Horsford Neighbourhood Plan, meaning that this is an issue that local residents treat as being important.

Improved connectivity will make the surrounding countryside more accessible and more residents will benefit from the recreational opportunities that are presented.

As such, the project is an important component in achieving a wider network of green infrastructure to serve the communities in the area.

Project 8: Hevingham Park - Site Enhancements

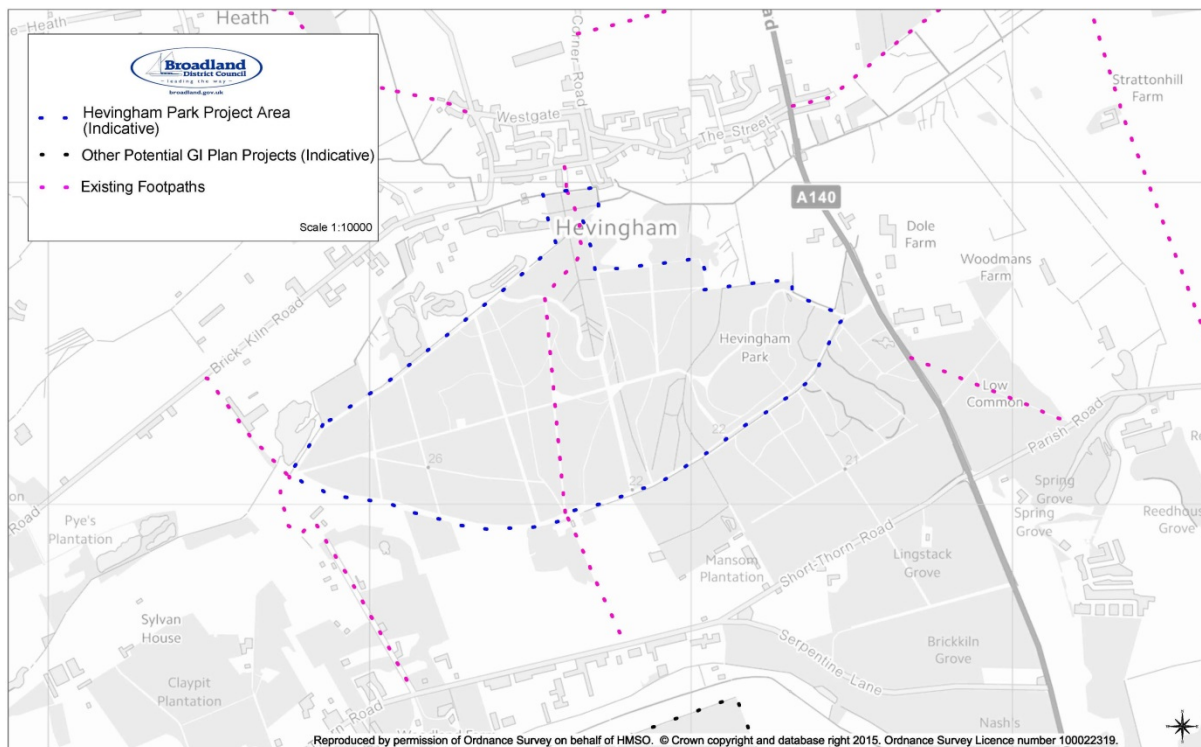
a) Location

Hevingham Park is located in the parish of Hevingham and is bordered by the A140 Cromer Road to the east, Brick Kiln Road to the north and Short-Thorn Road to the south. The site is a 91ha, mainly coniferous woodland under the ownership of the Forestry Commission, which is designated as open access land under the Countryside and Rights of Way Act. There are two substantial areas where felling has occurred, to the south and to the west of the site.

Much of the site is designated ancient woodland and it is one of the largest of such examples in the county (although it underwent extensive replanting in the twentieth century). According to Norfolk Heritage Explorer, the site (which has been a woodland since the medieval period) features natural ponds and 'pingos' (hollows formed during the last ice age). In medieval times these features may have been adapted for use as a deer farm and a rabbit warren, associated with the former bishop's palace, where Park Farm now stands. There is also a large bank and ditch marking the parish boundary and other internal boundaries marked by banks and ditches.

The site includes areas of semi-natural broadleaved woodland, planted broadleaved woodland, planted coniferous and mixed woodland. The eastern and northern parts have a rich ground flora with many ancient woodland indicator species.

The site is also listed as a County Wildlife Site. Vehicular access is currently via a small car park off of the A140. There are also pedestrian access points via Public Rights of Way which enter the site from the north and the south.



b) Description

This project aims to enhance and promote accessibility to and within the site, improving its potential as a key recreational asset for local communities.

The site is currently well-hidden and not particularly promoted as a recreational asset. The park is not signposted from either of the tracks to the north or to the south and neither is it obvious that these tracks are in fact public rights-of-way. The access from the north is also very poor, with boggy ground and copious felled trees which lie in situ. It is also difficult, at points, to discern the main path within this area of the site, there being no waymarking within the woodland. In addition, the car park off of the A140 is small and very easy to miss, with space for only a small number of vehicles.



Hevingham Park – main ride (PRoW) running north-south

The woodland is not situated near to any significant settlements. It lies adjacent to the village of Hevingham (with a population of 1,260, as reported by the 2011 Census) and it is anticipated that the site sees the most usage from this community. The nearest larger settlements are Horsford and Aylsham (each 4 miles away, by road), although these locations are well served by nearer G.I. assets of a similar (if not greater) scale. However, Hevingham Park is very well placed to serve the large number of villages that lie along the east of the A140 in this location, such as Buxton, Stratton Strawless, Waterloo, Hainford, Frettenham and Newton St. Faith.

There is potential to develop and better promote the site as a recreational asset for the benefit of the wider catchment area, with waymarking where appropriate. Remedial work would also need to be carried out on parts of the site, particularly the area to the north where there are current drainage issues and where a large amount of dead wood would need to be cleared.

The ecological value of the site is unknown at the current time, although its listing as a County Wildlife Site indicates that it has a degree of biodiversity value. An ecological survey would be required in order to make recommendations for appropriate habitat management on the site.

The aforementioned heritage and geological value relating to the site means there is potential for interpretation material at specific locations throughout the woods, bringing an added attraction to the visitor experience.

In summary, the enhancements to be sought at Hevingham Park include:

- Improved signage at the vehicular and pedestrian entrances to the site, and waymarking on the network of paths and tracks throughout the site.
- Improving the condition of footpaths and tracks throughout the site, where necessary, with specific attention being given to the poorly drained area to the north of the site. Scrub and deadwood clearance also to be undertaken in this area.
- Ecological surveying to be undertaken to make recommendations for managing the biodiversity of the site, alongside its recreational function.
- Interpretation material to be installed at specific locations to highlight points of interest relating to wildlife, heritage and geodiversity.
- Explore opportunities to enhance and expand the car park off of Cromer Road.
- Promotion of site within nearby communities via promotional literature, signage and enhancements to connecting footpaths, where applicable.

c) Opportunities



Hevingham Park – PRoW, northern end of site

There is also the opportunity to create footpath links to Hevingham Park from the north of Horsford Woods (see Project 6). This involves identifying and developing a connection between the northern edge of Horsford Woods and Short-Thorn Road. If such a connection were made, then this would further develop strategic green corridor connectivity between Hellesdon, Drayton/Thorpe Marriott, Horsford and Hevingham.

d) Risks

- In order for the project to go ahead, there will need to be agreement from the Forestry Commission for these particular enhancements to be made.
- The project is reliant on sufficient funding being available for its completion.
The continued maintenance of the site will need to be ensured and facilitated during the project development stage. It is anticipated that this will continue under the auspices of the Forestry Commission.

e) Justification

This project addresses Objectives 2, 3, 4 and 5 of this Project Plan.

The location and project also fits within the strategic GNIP ambition of developing and enhancing the 'North West Forest and Heaths' (GIP8.1), with Hevingham Park constituting a key block of woodland green infrastructure that follows a corridor of similar sites to the south, including Drayton Drewray, Felthorpe Common and Horsford Woods. The green connectivity between this site and settlements to the south also helps to achieve the GNIP project, 'Hevingham to Thorpe Marriott Secondary Corridor' (GIS6).

Although there is no significant development currently planned within the immediate vicinity of Hevingham, the woodland plays an important role in providing accessible, natural greenspace of a substantial size in this more rural part of west Broadland. The site has the potential to serve more residents of nearby towns and villages, some of which will be experiencing future growth, and it also provides an alternative recreation asset to the nearby and more environmentally sensitive Buxton Heath (a designated SAC and SSSI).

The project therefore forms a key element in the development of an enhanced green infrastructure network to serve communities in this part of the district.

Project 9: Great Wood, Haveringland – Site Enhancements

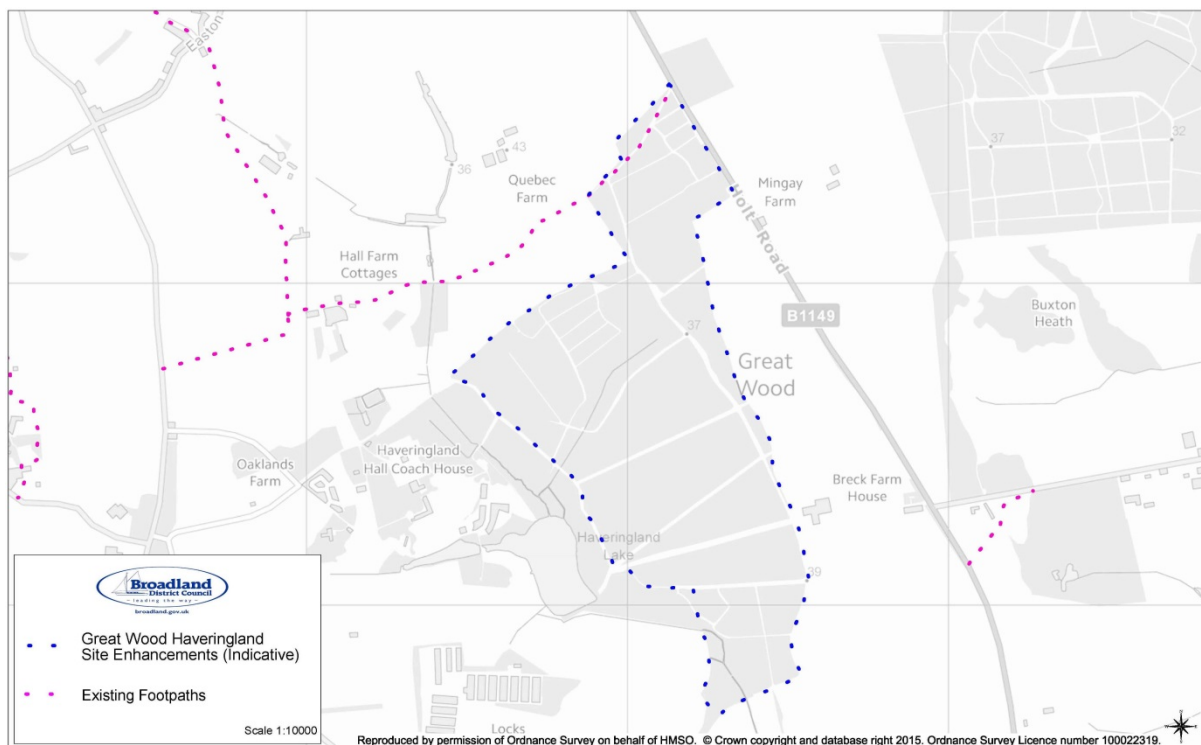
a) Location

This project is centred on the woodland site known as Great Wood, located to the west of Holt Road in the parish of Haveringland. The site comprises approximately 104ha of mixed woodland (mainly coniferous), with a moderate cleared area to the south west. The site is managed by the Forestry Commission and the majority is in freehold ownership of this body. The western fringe of the wood is leased by the Forestry Commission from a private landowner.

There is a network of rides and tracks that traverse the site, including one small stretch of PRoW which runs east-west across the northern tip of the woods. There is open access to the public within the woodland under the Countryside and Rights of Way (CRoW) Act.

The woodland is designated as ancient woodland (amongst the largest examples within the county) and, according to the Norfolk Heritage Explorer website, it is the site of a probable medieval and Tudor deer park. In a publication from 1736, there is reference to a brick 'Temple or Pleasure House' as a landscape feature on the site.

Lying to the west of the wood is Haveringland Hall Country Park, a private caravan park occupying the site of the former Haveringland Hall, which was demolished in 1946. Lying to the south of the caravan park and abutting the western edge of the woodland is Haveringland Lake. The lake and the western fringe of the wood are designated as a County Wildlife Site.



b) Description

This project seeks to make enhancements to Great Wood in order to make it more accessible and appealing to local communities as an area for recreation as well as increasing the biodiversity value of the site.

The site is not accessible by foot from nearby, substantial centres of population (Aylsham, Horsford and Reepham are all four miles away by road), although it is immediately surrounded by much smaller settlements such as Haveringland, Eastgate and Brandiston. By and large, it is expected that most users of the site do and will continue to drive to and park at the woods. Currently this can be achieved by parking at a small entrance to the woodland off of the Holt Road, at the northern tip of the site. There are no signs here to indicate that this is publicly accessible woodland, nor that this location currently acts as the most suitable place for visitors to park.



Great Wood, Haveringland – main track leading into site

As mentioned above, the public has open access to the site under the CRoW Act. A Public Right of Way extends west from the car park at the north of the site and then quickly exits the woodland. The remainder of the site is covered by a network of tracks and rides by which it is possible to undertake a circular walk around the wood, although there is currently no waymarking on the site. Most of the tracks are in good condition, formed as they are by compacted hoggins or concrete. However, to form a complete circular walk around the site, certain rides which are currently overgrown would need to be made more accessible, particularly in the north of the woods.

The site includes a relatively large, cleared area (approx. 8ha) which is concentrated in the south west corner, near to Haveringland Lake. Although this may have originally been

cleared to create a heathland habitat on the site, it is currently over-run with bracken and would need extensive management to restore it to heathland.

Again, as already stated, much of the site is ancient woodland (although it was extensively replanted with conifers in the twentieth century) and it was likely used as a medieval and Tudor deer park. There is therefore a degree of local heritage associated with the site, not least due to the proximity and association of the woods with the aforementioned Haveringland Hall (and its previous medieval and Tudor iterations). This, along with the biodiversity value and potential, means that the site lends itself well to interpretation material and signage.

Within Great Wood, potential enhancements therefore include the following elements:

- Improvements to footpaths and rides within the site, where necessary – particularly in the north of the woods, in order to create circular routes.
- Installation of signage at the site entrance and waymarking and interpretation panels, where appropriate, throughout the woodland.
- Ecological surveying to be undertaken to make recommendations for improving and managing the biodiversity of the site, alongside its recreational function.
- Explore opportunities to enhance and expand the car park off of Cromer Road.
- Promotion of site within nearby communities via promotional literature, signage and enhancements to connecting footpaths, where applicable.

c) Opportunities

There may be opportunities to access the site from the west, via Haveringland Hall, subject to the agreement of landowners. Such access could bring visitors straight to the main woodland site and possibly provide an alternative car park to the limited area located off of Holt Road.

d) Risks

- In order for the project to go ahead, there will need to be agreement from the Forestry Commission for these particular enhancements to be made.
- The project is reliant on sufficient funding being available for its completion.
- The continued maintenance of the site will need to be ensured and facilitated during the project development stage. It is anticipated that this will continue under the auspices of the Forestry Commission.

e) Justification

This project addresses Objectives 2, 4 and 5 of this Project Plan.

The location and project also fits within the strategic GNIP ambition of developing and enhancing the 'North West Forest and Heaths' (GIP8.1), with Great Wood, Haveringland constituting a key block of woodland green infrastructure in this part of the district.

The project also constitutes a key element of two of the GNGB Secondary Corridors projects: GNIP project, S2 - Lenwade to Hevingham and S3 - Haveringland to Cawston.



Great Wood, Haveringland

Although there is no significant development within the immediate vicinity of Haveringland, the woodland plays an important role in

providing accessible, natural greenspace of a substantial size in this more rural part of west Broadland. The site has the potential to serve more residents of nearby towns and villages, some of which will be experiencing future growth, and it also provides an alternative recreation asset to the adjacent and more environmentally sensitive Buxton Heath (a designated SAC and SSSI).

As such, the project forms a key element in the development of an enhanced green infrastructure network to serve communities in this part of the district.

Project 10: Marriott's Way Circular Walks

a) Location

This project, under the auspices of the wider Marriott's Way Heritage Trail initiative (hosted by Norfolk County Council), involves the promotion of a series of circular walks that use different sections of the Marriott's Way as a basis for their routes.

The Marriott's Way is a 26 mile footpath, bridleway and cycle route, which follows the routes of two disused railway lines, and runs between the Aylsham and Norwich, via Reepham. It is also a designated County Wildlife Site.

The walks offer opportunities to link with nearby Public Rights of Way, enabling circular routes to be developed. The walks (within Broadland district) are in the following locations:

- i) Attlebridge Wood
- ii) Aylsham (long and short version routes)
- iii) Great Witchingham, Themelthorpe & Cawston
- iv) Reepham & Whitwell
- v) Reepham & Cawston
- vi) Swannington

In addition, Broadland District Council has identified two further circular walks that include portions of the Marriott's Way. Whilst they do not form part of the Heritage Trail initiative, the District Council feels there is merit in their inclusion as part of this plan. These are located in:

- i) Lenwade & Swannington
- ii) Cawston & Cawston Heath

b) Description

The walking routes that have been identified each take in a portion of the Marriott's Way and incorporate an existing car park along the route. They range in distance between two and twelve and a half miles and provide the basis for attractive, accessible recreation opportunities throughout the project area.

The Marriott's Way is already a well-promoted recreation asset for residents and visitors to the area. The walks will make use of its reputation and its facilities (i.e. car parking), whilst promoting excursions into the countryside at the aforementioned locations, offering walkers a choice of convenient, circular routes. These incorporate Public Rights of Way and (to a lesser degree) minor roads and many of the walks include particular areas of interest, including registered commons, woodlands, villages and heritage features.

The Marriott's Way Heritage Trail initiative aims to promote and develop these walks via promotional literature (leaflets etc.) and small-scale waymarking.

However, with additional resources, the promotion and development of these circular walks could include:

- Footpath improvements, where necessary (e.g. surfacing, drainage etc.)

- More extensive waymarking of routes, using consistent branding
- Boards installed at car parks, showing circular walks
- Car park improvements, where necessary
- Exploring opportunities to increase connectivity between grassland areas and for woodland management.

c) Opportunities

The combination of both current resources from the Marriott's Way Heritage Trail project and potential future resources (via, for example, CIL or s106 contributions) should maximise the benefits of this circular walks project. Such is the nature of the project that additional enhancements could potentially be made to the various routes as and when resources become available.

d) Risks

- The delivery of the circular routes is reliant on sufficient funding being available for their completion. HLF funding, through the Marriott's Way Heritage Trail project, will go some way toward the delivery of these routes. However, additional resources could enable further enhancements and promotion as well as the two further routes proposed by Broadland District Council.
- The two additional routes proposed by Broadland District Council have been compiled following research using G.I.S. and aerial photography, as well as the examination of existing, promoted walks in these areas. Full ground surveying and route exploration will therefore be required.

e) Justification

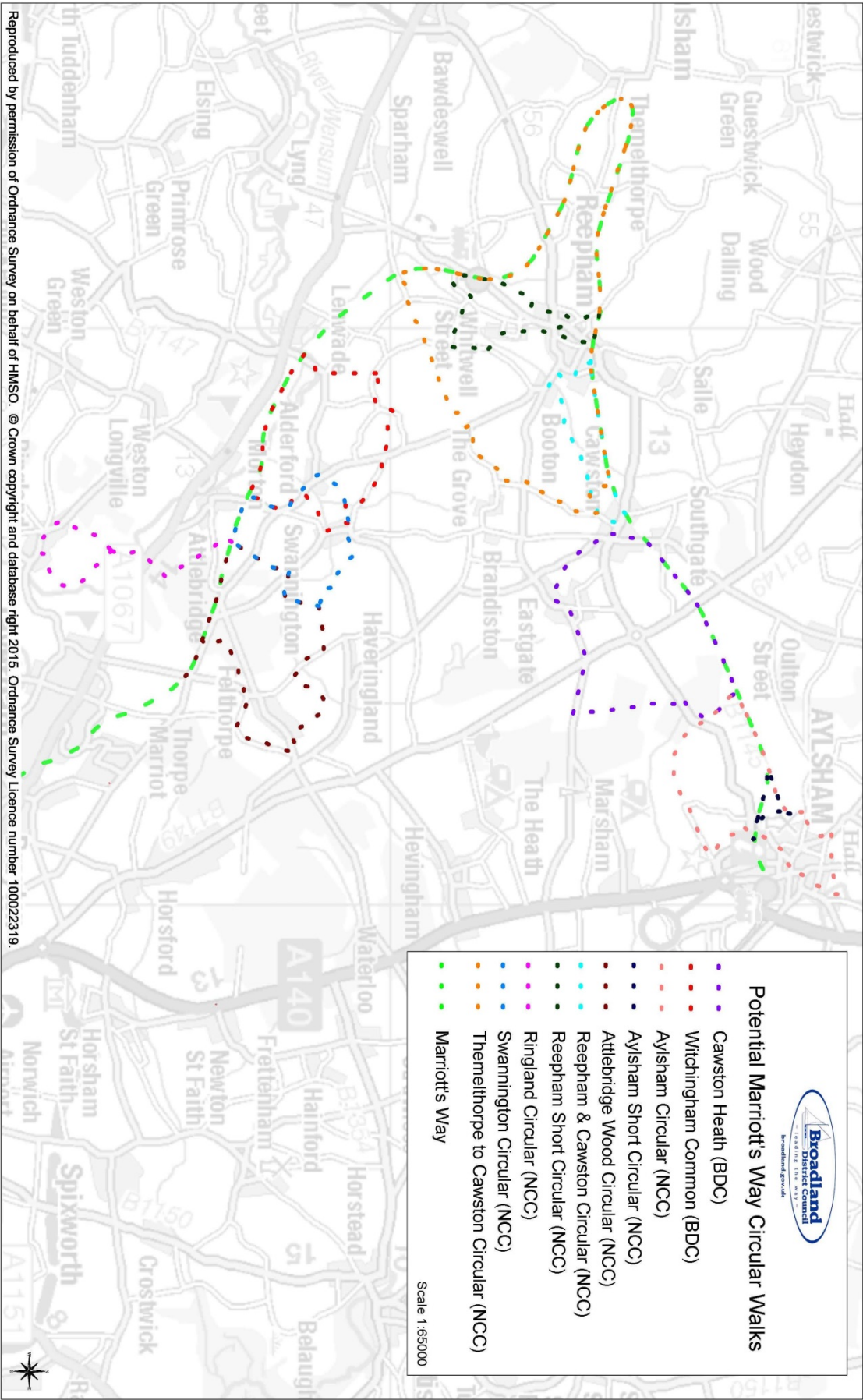
This project addresses Objectives 4 and 5 of this Project Plan.

The project also helps to achieve one of the main ambitions of the Marriott's Way Improvement & Delivery Plan 2015-2025, which is to 'create and promote new circular walks that use Marriott's Way for part of their length.'

In addition, and as discussed elsewhere in the document, significant residential development is occurring in the area, leading to increased pressure on the countryside. Improved connectivity will make the surrounding countryside more accessible and more residents will benefit from the recreational opportunities that are presented.

The scheme therefore forms an important element in the development of an enhanced network of green infrastructure to serve local communities in this part of the district.

MARRIOTT'S WAY CIRCULAR WALKS



APPENDIX 1: PROJECT SUMMARY

Project	Wider Strategic Fit	Location	Project Description	Stakeholders	Est. Cost (£)	Possible Funding Streams	Provisional Timescale	
1	Thorpe Marriott Greenway	GNIP Project GIS6 - Hevingham to Thorpe Marriott Secondary Corridor Drayton Neighbourhood Plan Policy 7: Improved Walking & Cycling Routes	Tree belt buffers to north, north-east and west of Thorpe Marriott	Develop footpath within tree belts, connecting walkers from Marriott's Way to route north over NDR, and providing circular route for local residents.	Drayton PC; Taverham PC; Local residents;	100,000	S106; CIL;	2018-19
2	Drayton to Horsford Greenway	GNIP Project GIP8.1 - North west Forest & Heaths Drayton Neighbourhood Plan project - 'GI Improvements at Drayton Drewray, Canham's Hill and Drayton Wood' GNIP Project GIS6 - Hevingham to Thorpe Marriott Secondary Corridor	Green corridor, taking in: Drayton Wood CWS; Canhams Hill CWS; Land south of Reepham Road, between Hellesdon and Thorpe Marriott; Footpaths associated with Manor Park development, off Hall Lane; New safe crossing measures over Reepham Road; Public Right of Way and new green bridge over NDR;	i) Deliver new greenway connections at Canham’s Hill and along Reepham Road in order to deliver green corridor linking Drayton Wood to new green bridge over the NDR; ii) Produce and deliver a conservation management plan for Canham’s Hill CWS; iii) Produce and deliver conservation management plan for Drayton Wood CWS; iv) Enhance current connections, where appropriate (e.g. surfacing, drainage etc); v) Install safe crossing measures at Reepham/School Road junction; vi) Install waymarking throughout greenway, incl. map boards at strategic locations; vii) Raise awareness of greenway using promotional literature;	Drayton PC; Norfolk Wildlife Trust; Norfolk County Council; Developer; Landowner(s);	300,000	S106; CIL; Delivery through development;	2018-21
3	Hellesdon to Drayton Greenway	GNIP Project GIP8.1 - North west Forest & Heaths Hellesdon Neighbourhood Plan Policy 1: The Hellesdon Green Grid	Green corridor, taking in: Hellesdon Bridge; Former Golf Course site; Hospital site; Carrowbreck;	i) Deliver new greenway connections between Clovelly Close, Hellesdon and Golf Course development; and north through Hellesdon Hospital to link to Carrowbreck and Drayton High Road; ii) Enhance current green infrastructure, where appropriate (e.g. clearance, surfacing, drainage, planting etc.); iii) Install waymarking throughout greenway, incl. map boards at strategic locations; iv) Raise awareness of greenway using promotional literature;	Hellesdon PC; Landowners; Developers;	175,000	S106; CIL; Delivery through development;	2018-21
4	South Drayton Greenway	Drayton Neighbourhood Plan Policy 7 - Walking & Cycling Routes	Green space between Drayton High Road and Low Rd, Drayton, stretching from Lodge Breck in west to former David Rice Hospital site in the east	i) Development of greenway, linking Lodge Breck/Fairview Close to Drayton High Road further east, taking in Bloods Dale and former David Rice Hospital site; ii) Installation of waymarking, including map boards at key locations; iii) Consider installation of interpretation board at Bloods Dale; iv) Enhancement of biodiversity and access at former David Rice Hospital site; iv) Raise awareness of greenway using promotional literature;	Drayton PC; Norfolk Wildlife Trust; NCC Historic Environment Service; Landowners; Developers;	100,000	S106; CIL; Delivery through development; Heritage Lottery Fund;	2018-21

5	Felthorpe Common / Drayton Drewray - Site Enhancements	GNIP Project GIP8.1 - North west Forest & Heaths Drayton Neighbourhood Plan project - 'GI Improvements at Drayton Drewray, Canham's Hill and Drayton Wood'	Area of woodland coverage (approx. 149ha) between Holt Rd and Reepham Rd, west of Horsford. Incorporates St. Faiths Common, Houghen Plantation, Felthorpe Common, Whinny Hills, Dole Plantation and Drayton Drewray. Area incorporates several pockets of restored heathland / grassland.	i) Improved public access within the overall site, including improvements to footpaths, installation of waymarking, signage and promoted circular routes; ii) Connect existing heathland/grassland pockets within area via wide rides; iii) Consider introduction of livestock for management purposes; iv) Consider developing further heathland/grassland pockets; v) Improved car parking facilities off Haveringland Rd; vi) Consider development of small, new car park at southern entrance to Drayton Drewray; vii) Additional ecological surveys and co-ordinated wildlife/recreational management across sites of different ownership within project area; viii) Improvements to pedestrian connections leading to the site from nearby settlements, where necessary, including signage and map boards. viii) Promotion of site locally via promotional literature;	Drayton PC; Felthorpe PC; Horsford PC; NCC Natural Environment Team; Norfolk Wildlife Trust; Landowners;	500,000	S106; CIL; NE Countryside Stewardship Grants;	2019-2024
6	Horsford Heath / Woods - Site Enhancements	GNIP Project GIP8.1 - North west Forest & Heaths GNIP Project GIS6 - Hevingham to Thorpe Marriott Secondary Corridor	Horsford Heath/Woods (approx. 267ha)	i) Improved public access incl. improvements to footpaths/rides and installation of waymarking / interpretation panels; ii) Ecological survey to establish detailed recommendations for ongoing biodiversity management of the site; iii) Improved car parking facilities to south west of site; iv) Raise awareness of site using promotional literature and signage within the village;	Horsford PC; Forestry Commission; Norfolk Wildlife Trust; NCC Historic Environment Service; Landowners;	200,000	S106; CIL;	2019-2022
7	East Horsford - Connectivity & Circular Walk	GNIP Project GIS6 - Hevingham to Thorpe Marriott Secondary Corridor	East of Horsford village (safety measures on A140)	i) Deliver new footway connection along western side of A140, linking junction of PRoW with Green Lane; ii) Enhance current PRoW, stretching from Holt Rd, Horsford to A140, where applicable; iii) Install waymarking at key locations; iv) Install safe crossing measures across A140 to link PRoW with Newton Street, Newton St. Faith; v) Raise awareness of circular walk using promotional literature and signage within village;	Horsford PC; Horsham & Newton St Faith PC; Landowners; NCC Highways;	350,000	S106; CIL;	2020-2022
8	Hevingham Park - Site Enhancements	GNIP Project GIP8.1 - North west Forest & Heaths GNIP Project GIS6 - Hevingham to Thorpe Marriott Secondary Corridor	Hevingham Park	i) Improved signage at vehicular and pedestrian entrances and waymarking on network of paths/tracks throughout site; ii) Improve condition of paths/tracks , where necessary, with specific attention given to poorly drained area to north of site; iii) Ecological survey to be undertaken to make recommendations for managing biodiversity; iv) Install interpretation material at specific locations, relating to wildlife, heritage and geodiversity; v) Explore opportunities to enhance and expand the car park off of Cromer Road; vi) Promotion of site locally via promotional literature;	Hevingham PC; Stratton Strawless PC; Forestry Commission; NCC Historic Environment Service; Norfolk Wildlife Trust;	200,000	S106; CIL;	2020-2022
9	Haveringland - Great Wood	GNIP Project GIP8.1 - North west Forest & Heaths GNIP Project S2 - Lenwade to Hevingham Secondary Corridor GNIP Project S3 - Haveringland to Cawston Secondary Corridor	Great Wood, Haveringland	i) Improvements to footpaths/rides within site in order to create circular routes; ii) Installation of signage at site entrance and waymarking/interpretation throughout woodland; iii) Ecological survey to make recommendations for managing biodiversity of site; iv) Explore opportunities to enhance and expand car park off Cromer Rd; v) Promotion of site locally via promotional literature, signage and enhancements to connecting footpaths, where applicable;	Forestry Commission; Norfolk Wildlife Trust; NCC Historic Environment Service;	175,000	S106; CIL;	2020-2022

10	Marriott's Way Circular Walks	Marriott's Way Improvement & Delivery Plan 2015-25						
		GNIP Project S2 - Lenwade to Hevingham Secondary Corridor	Development of circular walks off of Marriott's Way, in following locations:	Marriott's Way Heritage Trail initiative aims to promote and develop these walks (i-v) via promotional literature and small-scale waymarking. BDC to promote and develop walks vi and vii.				
		GNIP Project S3 - Haveringland to Cawston Secondary Corridor	i) Attlebridge Wood; Aylsham (long and short version routes);	Heritage Trail initiative aims to develop walks via promotional literature and small-scale waymarking.	NCC Natural Environment Team;		S106;	
		GNIP Project S4 - Broadland east to west Secondary Corridor via Marsham	ii) Great Witchingham, Themelthorpe & Cawston; iii) Reepham & Whitwell; iv) Reepham & Cawston; v) Swannington;	Additional enhancements, via inclusion in G.I. Plan, could include:	Marriott's Way Heritage Trail Project;	150,000	CIL; Parish Councils;	2018-2021
		GNIP Project S5 - Buxton Heath to Aylsham Secondary Corridor	vi) Lenwade & Swannington; vii) Cawston & Cawston Heath;	i) Footpath improvements, where necessary (e.g. surfacing, drainage etc.); ii) More extensive waymarking of routes; Boards installed at car parks, showing circular walks; iii) Car park improvements, where necessary;				
		GNIP Project GIP8.1 - North west Forest & Heaths						

APPENDIX 2: REVIEW OF EXISTING PLANS, STRATEGIES AND GUIDANCE

There are a number of existing plans, strategies and guidance at differing levels which set out guidance and policies relating to local green infrastructure. The key documents are summarised in the table below.

No.	Geographic scale	Title	Date	Author
1	National	'Nature Nearby' – Accessible Natural Greenspace Guidance	2010	Natural England
2	Sub-regional	Green Infrastructure Strategy	2008	Greater Norwich Development Partnership
3	Sub-regional	Joint Core Strategy	2014	Greater Norwich Development Partnership
4	Sub-regional	Greater Norwich Infrastructure Plan	2016	Greater Norwich Growth Board
5	Sub-regional	Marriott's Way Improvement and Delivery Plan 2015-2025	2015	Norfolk County Council
6	District	Development Management DPD	2015	Broadland District Council
7	District	Site Allocations DPD	2016	Broadland District Council
8	District	Landscape Character Assessment SPD	2013	Broadland District Council
9	Parish	Drayton Neighbourhood Plan	2016	Drayton Parish Council
10	Parish	Hellesdon Neighbourhood Plan	2017	Hellesdon Parish Council
11	Parish	Horsford Neighbourhood Plan	2018	Horsford Parish Council

The following presents a more detailed summary of each of these documents and, in particular (and where relevant) sets out any implications for green infrastructure within the study area of this project plan.

National

i) 'Nature Nearby' – Accessible Natural Greenspace Guidance (Natural England, 2010)

This guidance aims to foster accessible, good quality, natural green space which is close to where people live. It is aimed at parks and green space practitioners and their partners, particularly decision-makers, planners and managers of green space.

The guidance proposes the adoption of three key standards in planning and delivering green space. These are the:

- a. Access to Natural Greenspace Standard (ANGSt)
- b. Visitor Service Standards
- c. Greenspace Quality Standard

ANGSt is an effective standard for assessing current levels of accessible, natural green space and planning for better provision. It sets a range of accessibility standards for natural sites and areas within easy reach of people's homes. A broad view is taken on what is termed 'natural'.

It recommends that everyone, wherever they live, should have an accessible natural green space:

- of at least 2 hectares in size, no more than 300 metres (5 mins walk) from home;
- at least one accessible 20 hectare site within 2km of home;
- one accessible 100 hectare site within 5km of home;
- one accessible 500 hectare site within 10km of home;
- a minimum of 1 hectare of statutory Local Nature Reserves per thousand population.

Natural England has developed visitor service standards for National Nature Reserves, Country Parks and Local Nature Reserves. The standards cover a range of core facilities and services that visitors should expect to find at each type of site. There are currently none of these designations within the study area of this project plan.

The Greenspace Quality Standard (Green Flag Award) is an award that is given to green spaces that demonstrate they meet certain key criteria. It provides visitors with an assurance of quality and can also help to assess whether the right intensity of management is matched to site requirements. Criteria include whether the site is a welcoming place, whether it is healthy, safe and secure, clean and well-maintained etc.

Sub-regional

ii) Green Infrastructure Strategy (Greater Norwich Development Partnership, 2008)

The Green Infrastructure Strategy is a study commissioned by the Greater Norwich Development Partnership (GNDP) in 2008 in order to establish a strategy for green infrastructure that would complement and support good quality housing and substantial economic growth, as set out within the Joint Core Strategy (2014). The Strategy was prepared by Chris Blandford Associates.

The Strategy promotes a multi-functional network of green spaces and green links which connects Norwich, other settlements and the countryside via green corridors, providing sustainable opportunities for communities to access and enjoy a variety of green spaces on their doorstep and in the wider countryside. The network also connects a diverse range of wildlife habitats and provides important ecological corridors for species dispersal and migration.

The Strategy defines a series of Sub-Regional (Primary) Green Infrastructure Corridors within which it is recommended that investment in new and enhanced green infrastructure provision be prioritised. The study area for this Project Plan includes the **Norwich-Reepham-Aylsham Corridor** (i.e. the Marriott's Way) which runs north west from the city, out to Reepham, before curling to the east to link up with Aylsham.

The study area also includes sections of the **Northern Greater Norwich Area Local Green Infrastructure Corridor Network**. The study identifies Local (Secondary) Green Infrastructure Corridors which link up with the Primary Corridors to create the overall green infrastructure network. The Secondary Corridors provide linkages between Primary Corridors, and between

Primary Corridors and settlements. The sections of Secondary Corridor within this study area include those between:

- Thorpe Marriott and Hevingham;
- Lenwade and Hevingham;
- Haveringland and Cawston;
- Marsham and Aylsham;
- Buxton Heath and Aylsham.

The map in Appendix 4 sets out the broad routes of Primary and Secondary Green Infrastructure Corridors within the project plan study area.

In addition to the Green Infrastructure Strategy, a Green Infrastructure Delivery Plan was produced by the Landscape Partnership, on behalf of the GNPD, in August 2009. This plan focused on the major growth areas within the Norwich Policy Area (south west and north east Norwich), as identified by the emerging Joint Core Strategy, and sought to prioritise green infrastructure projects for delivery in these areas.

iii) Joint Core Strategy (Greater Norwich Development Partnership, 2014)

The Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk was fully adopted in January 2014. The JCS sets out the long term spatial vision and objectives for the area, including strategic policies for steering and shaping development. It identifies broad locations for new housing and employment growth and changes to transport infrastructure and other supporting community facilities, as well as defining areas where development should be limited.

Policy 1 of the JCS focuses on addressing climate change and protecting environmental assets. This policy acknowledges the recommendations of the Green Infrastructure Strategy and states that '*in areas not protected through international or national designations, development will (...) contribute to providing a multifunctional green infrastructure network, including provision of areas of open space, wildlife resources and links between them, both off site and as an integral part of the development.*' The JCS incorporates the Green Infrastructure Network plan, developed as part of the Green Infrastructure Strategy, and states that this has been identified to inform more detailed policies elsewhere in Local Plan documents.

The JCS includes a settlement hierarchy that sets out the distribution of growth between settlements in the Greater Norwich area. Within the study area of this Project Plan, the following settlements have land identified for development (up to 2026) under the JCS:

- Sites within the Broadland Norwich Policy Area (NPA), including fringe parishes such as Hellesdon, Drayton and Taverham
- Reepham
- Horsford
- Horsham & Newton St Faith
- Lenwade
- Cawston

For further information on the location and scale of development in each of these locations, please refer to item 7, 'Site Allocations DPD 2016', below.

Since its adoption the JCS now forms the overarching document in the Broadland Development Plan.

iv) Greater Norwich Infrastructure Plan (Greater Norwich Growth Board, 2016)

The Greater Norwich Infrastructure Plan (GNIP) helps to coordinate and manage the delivery of strategic infrastructure to support growth, a high quality of life and an enhanced natural environment. It informs the prioritisation of investment and delivery of this infrastructure and is not an exhaustive list. The GNIP is updated annually to reflect the latest information.

The GNIP supports the delivery of the JCS, other Local Plan documents for the area, local economic strategies, the Greater Norwich City Deal, and the Strategic Economic Plan (produced by the New Anglia Local Economic Partnership).

The following green infrastructure projects are already identified within the GNIP, relating to the study area of this project plan:

GI Priority Area	GNIP Ref.	Project
Marriott's Way / Wensum improvements	N/A	- Thorpe Marriott to Costessey - Surfacing works (Tesco) - Biodiversity management with community engagement - Crossing points improvement project - Signage to link Marriott's Way to adjacent communities - Reephams surfacing and biodiversity - Crossing over Taverham Rd, Drayton - Walking and cycling link to the Red Pedalways Route from the Royal Norwich Golf Club Development – Feasibility Plan
GNGB Secondary Corridor	S2	- Lenwade to Hevingham Secondary Corridor
GNGB Secondary Corridor	S3	- Haveringham to Cawston Secondary Corridor
GNGB Secondary Corridor	S4	- Broadland east-west Secondary Corridor via Marsham
GNGB Secondary Corridor	S5	- Buxton Heath to Aylsham Secondary Corridor
GNGB Secondary Corridor	S6	- Hevingham to Thorpe Marriott Secondary Corridor
North West Forest and Heath	P8.1	- North West Norwich Forest Connections including Drayton and Thorpe Marriott

v) Marriott's Way Improvement and Delivery Plan 2015-2025 (Norfolk County Council, 2015)

This plan identifies potential projects that will improve the Marriott's Way trail over the next ten years, and prioritises these projects so as to maximise the benefits to be gained from the funding available.

The trail, which runs from Norwich to Aylsham, via Reepham, is entirely in public ownership. The majority is owned and managed by Norfolk County Council, with smaller sections owned and managed by Broadland District Council and Norwich City Council.

Broadland District Council, Norfolk County Council, Norwich City Council and South Norfolk Council are all working closely together to improve the trail as a route for walkers, cyclists and horse riders, and as an important wildlife corridor. As discussed under item 2 (Green Infrastructure Strategy), the Marriott's Way forms the basis for one of the Primary Green Infrastructure Corridors identified by this strategy which was commissioned by the Greater Norwich Development Partnership in 2008.

The Improvement and Delivery Plan sets out a series of aims for the trail, grouped under the themes of:

- Commuting
- Leisure
- Community Involvement
- Trees, Biodiversity and Landscape
- Heritage
- Access for All

It also sets out management arrangements, the status of funding (as at 2015/16), the results of a comprehensive survey of the state of the trail and of public consultation relating to use of the trail. The plan culminates in an extensive list of potential projects that will help to address the aims set out earlier in the document.

Projects identified for delivery have been highlighted within the Greater Norwich Infrastructure Plan 2016, several of which are located within the study area of this project plan (see item 4).

Of particular note for this Project Plan is the potential improvement project which seeks to:

'Create and promote new circular walks that use Marriott's Way for part of their length. Ideally, these should be connected to a car park. If possible, there could be more than one circular walk sharing the same 'hub' so users can do a longer walk if they wish to.'

District

vi) Development Management DPD 2015

Broadland District Council's Development Management DPD was adopted in 2015. It forms part of the Development Plan for Broadland and sets out detailed local policies for the management of development throughout the local planning authority area. It is aimed at guiding decision makers and applicants in order to achieve high standards of development which complement the valued attributes of the district.

Policy EN3 of the Development Management DPD focuses on Green Infrastructure. It states that all development will be expected to maximise opportunities for the creation of a well-managed network of wildlife habitats. It goes on to state that residential development consisting of five dwellings or more will be expected to provide at least 4ha of informal open space per 1,000 population and at least 0.16ha of allotments per 1,000 population. Development will also be expected to make adequate arrangements for the management and maintenance of green infrastructure.

In addition, Policy EN1 – Biodiversity and Habitats, states that development proposals will be expected to support the delivery of a co-ordinated green infrastructure network throughout the district. Policy EN2 – Landscape, states that development proposals should consider any impact upon as well as seek to protect and enhance, where appropriate, a range of natural and man-made landscape features. These include features relevant to green infrastructure such as gaps between settlements, historic parks and gardens and other green spaces.

The Policies Map accompanying the Development Management DPD sets out designated sites across the district that fall within the requirements of Policies EN1 and EN2. These comprise internationally, nationally and locally designated areas of biodiversity importance (EN1) and locally designated landscape features such as Local Green Space, Historic Parkland and Commons (EN2). The Policies Map can be viewed at <https://www.broadland.gov.uk/dmdpd>.

vii) Site Allocations DPD 2016

The Site Allocations Development Plan Document (DPD) was adopted as part of Broadland's Development Plan in 2016. It allocates areas of land for specific types of development such as housing, employment, community facilities etc. The scale of development reflects the requirements set out in the JCS. It also includes the definition of development boundaries or 'settlement limits' for those places where some growth may take place. It excludes the major growth area known as the Old Catton-Sprowston-Rackheath-Thorpe St Andrew Growth Triangle, to the north east of Norwich, and it also excludes the Broads Authority Executive Area.

Settlements within the G.I. Plan study area which include allocations with green infrastructure requirements, as set out within the Site Allocations DPD, are shown in the following table.

Settlement	Allocation
Drayton	DRA1 – Land east of Cator Rd and north of Hall Lane (c.12.5ha). 200 dwellings, allotments and open space.
Drayton	DRA2 – Land east of School Rd, Drayton (c.0.8ha). 20 dwellings and/or retail, business or community uses. Adequate landscaping and green infrastructure to be provided.
Hellesdon	HEL1 – Land at Hospital Grounds, south west of Drayton Rd (c.14.7ha). Approx. 300 homes and employment uses. Adequate landscaping and green infrastructure to be provided. Recreational provision could be included on site.
Hellesdon	HEL2 – Land at Royal Norwich Golf Club, either side of Drayton Rd (c.48.1ha). Approx. 800-1,000 dwellings and open space.

Settlement	Allocation
Hellesdon	HEL3 – Land adjacent to existing burial ground, north east of St Mary’s Church (c.1.3ha). Adequate landscaping and green infrastructure is required.
Hellesdon	HEL4 – Land north east of Reepham Rd (c.11.9ha). Recreational open space. Adequate landscaping and green infrastructure to be provided.
Hellesdon	HEL5 – Land east of Eversley Rd (c.2.7ha). Approx. 55 homes. Adequate landscaping and green infrastructure is to be provided. Recreational provision could be provided on site.
Taverham	TAV1 – Land at Fir Covert Rd (c.5.6ha). Supermarket, car parking with a petrol filling station, public house/restaurant, and a commercial unit. Landscaping required.
Horsford	HOR1 – Land at Pinelands, Holt Rd (c.2.6ha). 63 dwellings and employment use. Adequate landscaping and green infrastructure is to be provided.
Horsford	HOR2 – Land north of Mill Lane (c.5.4ha). 125 dwellings and open space.
Reepham	REP1 – Land off Broomhill Lane (c.8.2ha). Approx. 100-200 dwellings and community facilities (incl. cemetery land, recreational open space and a sports hall). Adequate landscaping and green infrastructure to be provided.
Reepham	REP2 – Land at the former station yard, Station Rd (c.2.8ha). Approx. 20 homes and employment use. Adequate landscaping and green infrastructure to be provided.
Lenwade (Great Witchingham)	GW11 – Land north of Hubbards Loke and west of Hall Walk (c.2.4ha). 27 dwellings and new village hall. Adequate landscaping and green infrastructure to be provided.
Cawston	CAW1 – Land to the west of the existing cemetery (approx. 0.2ha) is allocated for an extension to the existing burial ground. Adequate landscaping and green infrastructure to be provided.
Horsham & Newton St. Faith	HNF1 – Land east of Manor Rd, Newton St. Faith (approx. 2.5ha) is allocated for residential development. This will accommodate approximately 60 homes. Adequate landscaping and green infrastructure to be provided, with a particular emphasis on retaining and protecting existing trees on site and considering wider views from surrounding area. HNF2 – Land east of the A140 and north of Norwich International Airport, Horsham St. Faith (approx. 35ha) is allocated for employment uses benefitting from an airport location. This will be to provide a full range of employment uses benefitting from a location close to the airport. Adequate landscaping and green infrastructure to be provided. HNF3 – Land at Abbey Farm Commercial, Horsham St. Faith (approx. 2.9ha) is allocated for employment uses. Adequate landscaping and green infrastructure to be provided.

A number of the sites in the above table already have planning permission and, on some, development has either commenced or has been completed.

viii) Landscape Character Assessment SPD (Broadland District Council, 2013)

In October 2007, Broadland District Council commissioned Chris Blandford Associates to undertake a Landscape Character Assessment of the District (excluding the Broads Authority Area). This Assessment serves as a baseline inventory to enable a better understanding of Broadland's landscapes, for monitoring change.

Broadland District Council adopted the Landscape Character Assessment as a Supplementary Planning Document in September 2013. The SPD is used to guide development control decisions.

The SPD defines 6 Character Types in Broadland and 16 Landscape Character Areas that fall within one of these Character Types. The document includes management strategies and objectives for each of the Character Types.

Landscape Character Types and Areas relevant to this project plan, and their respective management strategies and objectives, are set out in the table below.

Character Type	Character Area	Management Strategies and Objectives
River Valley	A1 - Wensum River Valley	The overall strategy should be to conserve the predominantly rural character, strong pattern of riverside trees and patchwork of habitats within this Landscape Character Type. There are also opportunities for enhancement, through protection and management of woodland, wetland and grassland habitats. Specific management objectives are to: • Seek to enhance the corridor of the River Wensum through creation of wetland habitats, such as wet meadows and wet woodland; • Seek to enhance the River Wensum valley sides through the creation and expansion of all types of grassland and woodland; especially mixed habitats of grassland, heath and scrub/woodland; • Seek strategies to minimise the risk of eutrophication of rivers and waterways as a result of run-off from adjacent agricultural farmland e.g. catchment sensitive farming techniques; • Seek strategies to create and manage urban fringe greenspace in areas that border the Norwich settlement fringe, as well as the maintenance and enhancement of green corridors through built up areas; • Seek opportunities for the enhancement of the Bure and associated tributary wetland habitats.
Woodland Heath Mosaic	B1 - Horsford Woodland Heath Mosaic	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

Character Type	Character Area	Management Strategies and Objectives
		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. Planting to enhance hedges should be appropriate to the specific local character of the Landscape Character Areas. 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; • Seek to Buffer the SAC Valley Fen component units, Booton Common SSSI and Buxton Heath SSSI is also desirable.
Plateau Farmland	C1 - Foulsham and Reepham Plateau Farmland	The overall strategy for Plateau Farmland should be to conserve existing hedgerows, field and hedgerow tree and enhance and restore where lost. The generally simple landscape pattern, with open views to adjacent Landscape Character Types should also be conserved. Planting to enhance hedges should be appropriate to the specific local character of the Landscape Character Areas. Specific Management Objectives are to:

Character Type	Character Area	Management Strategies and Objectives
		• Seek opportunities for the creation of mixed habitats of grassland and scrub/woodland in the woodland core area; • Consider opportunities for providing buffering the River Wensum (SAC) from diffuse pollution inputs through catchment sensitive farming; • Seek to conserve the hedgerow network as a recognisable landscape feature and wildlife corridor and restore and enhance where gappy; • Seek to establish arable field margins as potential nest sites from ground nesting birds and habitats for small mammals.
Tributary Farmland	D1 - Cawston Tributary Farmland D2 – Weston Green Tributary Farmland	The overall strategy for the Tributary Farmland Landscape Character Type should be to conserve and restore the hedgerow network; and conserve the tributary river corridors as important landscape and nature conservation features. Planting to enhance hedges should be appropriate to the specific local character of the Landscape Character Areas. Specific management objectives are to: • Seek opportunities for the creation of all types of grassland and woodland, especially mixed habitats of grassland and scrub woodland; • Seek opportunities for connectivity with Hockering Wood (outside the District); • Seek opportunities for the enhancement and creation of wetland habitats, such as wet meadows and wet woodland; • Seek opportunities for buffering the Rivers Wensum, Bure and Tud, through catchment sensitive farming; • Conserve priority habitats of wood pasture and grassland (based on the existing parks at Salle, Heydon and Blickling); • Seek to conserve and enhance the landscape structure within the area, including blocks and copses of woodland, mature parkland trees and intact hedgerows; • Seek to conserve and enhance the mature landscape structure in central and eastern parts, including blocks of woodland, which contributes to a small-scale and intimate character.
Wooded Estatelands	E3 - Spixworth Wooded Estatelands	The overall strategy for the Wooded Estatelands should be to conserve the relatively intricate pattern of woodland clumps and copses and historic halls, alongside the generally strong character and recognisable sense of place. Planting to enhance hedges should be appropriate to the specific local character of the Landscape Character Areas. Specific management objectives are to:

Character Type	Character Area	Management Strategies and Objectives
		• Seek opportunities for the creation of woodland and wood pasture; • Seek opportunities to promote catchment sensitive farming; • Seek to conserve and restore declining hedgerows and field trees; • Seek opportunities for the management and creation of urban and urban fringe greenspace, as well as the maintenance and enhancement of green corridors through the built areas; • Seek to conserve and enhance the landscape structure within the area, including blocks and belts of woodland, copses of mature trees, mature parkland trees and intact hedgerows; • Conserve and enhance existing woodland belts to buffer potential new housing development; • Seek to retain and conserve parkland landscapes and character to provide green space between potential new housing development.

Parish

ix) Drayton Neighbourhood Plan 2016

The Drayton Neighbourhood Plan was adopted in July 2016 following a successful referendum within the parish.

Since its adoption the Neighbourhood Plan now forms part of the Development Plan for Broadland, meaning it forms one of the main considerations in the determination of planning applications within the parish.

The Neighbourhood Plan contains a series of planning policies, developed by the community, which seek to influence the future development of Drayton. The policies add local detail and depth to more strategic planning documents, such as the Joint Core Strategy, in order to address specific local issues. Many of the policies are also backed up by projects that the parish council will take forward in support of the policy theme.

Of particular relevance to green infrastructure are the following policies and projects:

Policy	Project(s)
Policy 7: Improved walking and cycling routes Development which would provide or help to provide improvements to the network of footpaths or cycling routes in Drayton will be supported.	Project 2: Walking and Cycling Routes The parish council supports the protection, enhancement and expansion of the network of footpaths and cycleways in and around Drayton in order to create a more joined-up route around and through the village. Specifically, the parish council supports: - The protection and improvement of existing formal and informal routes.

Policy	Project(s)
	- Improved road crossing opportunities and facilities on Fakenham Rd. - Improved signage and way-finding in the village centre and at key access points to footpaths and cycle routes such as connections with the Marriott's Way. - The creation of a new contiguous route running from Low Road in the village centre to Drayton Wood and Canham's Hill and onwards to Hall Lane, School Rd and Drayton Drewray and the Marriott's Way. - The introduction of safe, segregated cycle-ways on the existing network and as part of any new road schemes where appropriate. - The introduction of secure cycle parking at bus stops and village centre locations.
Policy 8: Nature conservation Development which would undermine the integrity of the River Wensum Special Area of Conservation, or the Marriott's Way green infrastructure corridor, as identified in Figure 5, will not be permitted. Development which would enhance the nature conservation interests of these areas will be supported.	Project 3: Local Green Infrastructure The Parish Council supports the maintenance , protection and enhancement of the Drayton Drewray, Drayton Wood and Canham's Hill as important components of local green infrastructure. Where possible, opportunities should be explored to enhance the environment between these sites to improve their connectivity. The Parish Council encourages the provision of safe pedestrian access to Drayton Drewray potentially including a crossing point across the Norwich Northern Distributor Route to ensure the site does not become disconnected from the rest of the Plan area when the new road is delivered. The Parish Council also encourages the provision of limited formal car parking for visitors to Drayton Drewray to improve accessibility to all. Parking should be provided in a form that is environmentally sensitive and unobtrusive but improves access for those less able to journey to the site on foot or by bicycle. Consideration should be given to the use of permeable surfaces and SUDs in order to mitigate any impact on potential surface water flooding across the area. Parking spaces should be accompanied with improved way-marking and interpretation to increase understanding of the site's special character.
Policy 9: Increasing the use of the King George V Playing Field Proposals for development which would provide new or improved facilities likely to increase the use of the King George V Playing Field will be supported.	Project 4: King George V Playing Field The Parish Council supports provision of new and improved facilities potentially including new recreation buildings that can help to increase the use of the King George V Playing Field. This could include new sports pitches and associated facilities,

Policy	Project(s)
	new informal leisure and recreation areas or enhanced children's play equipment. The Parish Council supports measures that will improve the safety for pedestrians and cyclists to existing formal and informal access and egress points to the King George V Playing Field. Where possible, opportunities to create new, safe formal access and egress points should be explored.

x) Hellesdon Neighbourhood Plan 2017

The Hellesdon Neighbourhood Plan was successful at a local referendum and subsequently made by Broadland District Council in December 2017. The document now forms part of the Broadland Development Plan.

The Plan contains a number of policies that seek to add local detail to more strategic planning documents and, in doing so, address specific local issues.

One policy in particular relates to green infrastructure and this is set out below.

Policy
Policy 1: The Hellesdon Green Grid Where possible, new development proposals which meet other development plan policies will be expected to contribute to the creation of the green grid identified in Figure 4 either on site or, where appropriate having regard to the legal requirements, through a planning obligation. Features of a green grid that developments will be particularly encouraged to contribute to include: • Native avenue tree-planting, particularly along Hospital Lane & Middletons Lane, Low Road, Drayton High Road, Reepham Road and Cromer Road • Hedgerows and species rich vegetated verges • Pockets of managed wild-space and woodland • Areas of more wild green space from the River Wensum, through Rabbits Hill and the Golf Course site towards Reepham Road. Where a contribution towards the green infrastructure is a requirement of a development, the developers will be expected to make provision for the long-term maintenance of their part of the green grid. Any future provision of green infrastructure should be designed to minimise ongoing costs that would be incurred by public bodies, for example through the selection of species that require minimal maintenance. Development that is detrimental to the green grid and results in the loss of features such as those outlined above will be discouraged. Particular consideration should be given to avoiding the loss or damage to veteran or ancient trees, as defined by Natural England, in order to preserve their historic, ecological and amenity value.

xi) Horsford Neighbourhood Plan

The Horsford Neighbourhood Plan was made by Broadland District Council on 12th July 2018.

The Neighbourhood Plan contains a section on the environment and landscape which, itself, contains a number of relevant policies as set out below.

Policy
ENV1: Woodland and heathland Development proposals that protect or enhance the natural environment will be supported. Of particular significance is St Faith's Common and the County Wildlife Sites. Any new development proposal located near woodland should demonstrate how it would protect, and where possible, enhance the current natural environment (increasing biodiversity and recreational opportunities). New dwellings should be built at a sufficient distance from woodland so that the biodiversity and amenity value of the area is not adversely impacted.
ENV2: New circular footpath Development proposals should seek to maintain and enhance the connectivity of all green corridors wherever possible to enable walking and cycling within the parish. Improvement to the existing network of public rights of way will be supported by the creation of appropriate links. The Neighbourhood Plan supports the provision of a new circular footpath that joins up other footpaths within the parish. Of particular importance is access to heritage assets, open spaces, shops and community facilities within the village.
ENV3: Local Green Space Existing recreational space, including school playing fields and land used for outdoor sport and recreation should not be built on, except for buildings that would enhance education, sporting or recreational activities on the land. Proposals for the development of such buildings will be supported provided that their scale and design would be in keeping with the character of the location and that the impact on the amenity of surrounding properties would be acceptable. The following areas are designated as Local Green Space for special protection: 1. Horsford Recreation Ground (behind Horsford Village Hall) 2. The Butterfly Mill green 3. The Pinelands green 4. That part of the strip of land that has the village sign on it (a green gateway to the village) and lies to the north of the access permitted by planning permission 20170409 and west of the footway envisaged by that application. 5. The Horsford Pits i. Green Lane ii. Pyehurn Lane iii. Dog Lane
ENV4: Views and vistas The Neighbourhood Plan seeks to protect views across the parish that are of particular community importance, which include: 1. Green Lane Watering Pit towards the Cromer Road

Policy
2. Green Lane looking northeast towards the rifle range and Horsford Woods Development within these views that is overly intrusive, unsightly or prominent will not be supported. Views and vistas along streets and/or spaces to the surrounding countryside should be created or kept within new developments, to ensure the rural feel and connection with the countryside is maintained.
ENV5: Trees and site boundaries Development proposals should seek to retain mature or significant trees, groups of trees or woodland, where appropriate. New developments should incorporate significant tree planting to retain the rural feel, improve biodiversity, extend amenity value and soak up rainwater. Where site boundaries and entrances are adjacent to the countryside or near woodland, they should be soft, using trees and native hedgerows, giving a rural character to the development edge. New developments located at the village entrances should be enhanced with trees, shrubs and flower planting.

The Neighbourhood Plan also includes a small number of related projects for the community to take forward, as follows:

- Develop a set of recreation walks.
- Further tree planting.
- Signage for locally important heritage assets, that are accessible and not on private land.
- Develop a maintenance programme for additional planting.

More seating around the village and on formal green spaces.

APPENDIX 3: METHODOLOGY

a) Research and mapping

The initial phase of developing the Project Plan involved desk-based research and mapping of existing green infrastructure in the area using GIS. Research involved examining relevant strategies, plans and guidance (see Appendix 2) for particular policies and proposals that are likely to have implications for green infrastructure in the area.

Mapping the existing green infrastructure in the area, such as sites with local, national and international designations, current public rights of way and areas of common land, helped to identify opportunities for making green connections and enhancements to particular areas, particularly around settlements where future housing growth is expected.

The culmination of this phase of work was a long-list of project opportunities, set out on a parish-by-parish basis, that had yet to be assessed via any stakeholder discussions or feasibility work. This list was subsequently re-worked and items compiled into particular thematic (e.g. Marriott's Way Circular Walks) or location-specific (e.g. Felthorpe Common / Drayton Drewray – Site Enhancements) projects, that might be made up of a number of different elements. These projects were then prioritised, based on their strategic importance and deliverability (chiefly, whether they were located in or near to an area of growth and whether there are land ownership/accessibility issues).

b) Site visits

Site visits were required in the case of certain projects in order to ascertain the feasibility of what was being proposed in terms of access, condition of the site, proximity to settlements etc. This helped to refine project ideas in order to make them more achievable.

c) Stakeholder engagement

For each project, a number of key stakeholders were identified and discussions were held with a number of these organisations in order to gain their views on whether they would support the project, whether the project idea could be improved and whether they had suggestions for additional projects within the area.

Key stakeholders included:

- Drayton Parish Council
- Drayton Fuel Allotment Trust
- Felthorpe Parish Council
- Felthorpe Fuel Allotment Trust
- Forestry Commission
- Hellesdon Parish Council
- Horsford Neighbourhood Plan Steering Group
- Horsford Parish Council
- Horsham & Newton St Faiths Fuel Allotments Charity
- Norfolk County Council Natural Environment Team
- Norfolk Geodiversity Partnership

- Norfolk Wildlife Trust
- Norwich City Council
- Norwich Fringe Project
- South Norfolk Council
- Taverham Parish Council

In addition, discussions have taken place with those landowners and/or their representatives, whose details are known, in the development of these project opportunities. These discussions and communications will, of course, need to continue and agreement on proposals will need to be reached before any project can be delivered.

d) Refining projects and developing Project Plan

Following stakeholder discussions, further refinements were made to the list of projects and the Project Plan was developed, including details of:

- Project title
- Wider strategic fit
- Location
- Project description
- Stakeholders
- Estimated cost
- Possible funding streams
- Provisional timescale

It should be noted that this Project Plan only goes so far in respect of the detailed requirements and costings related to each project. The costings and timescales highlighted in the action plan are only estimates at this stage, and more detailed project development will be required in each case.

e) Consultation on draft Project Plan

The draft Project Plan was subject to consultation with the identified stakeholders between 2nd February and 19th March 2018, where 20 comments were made.

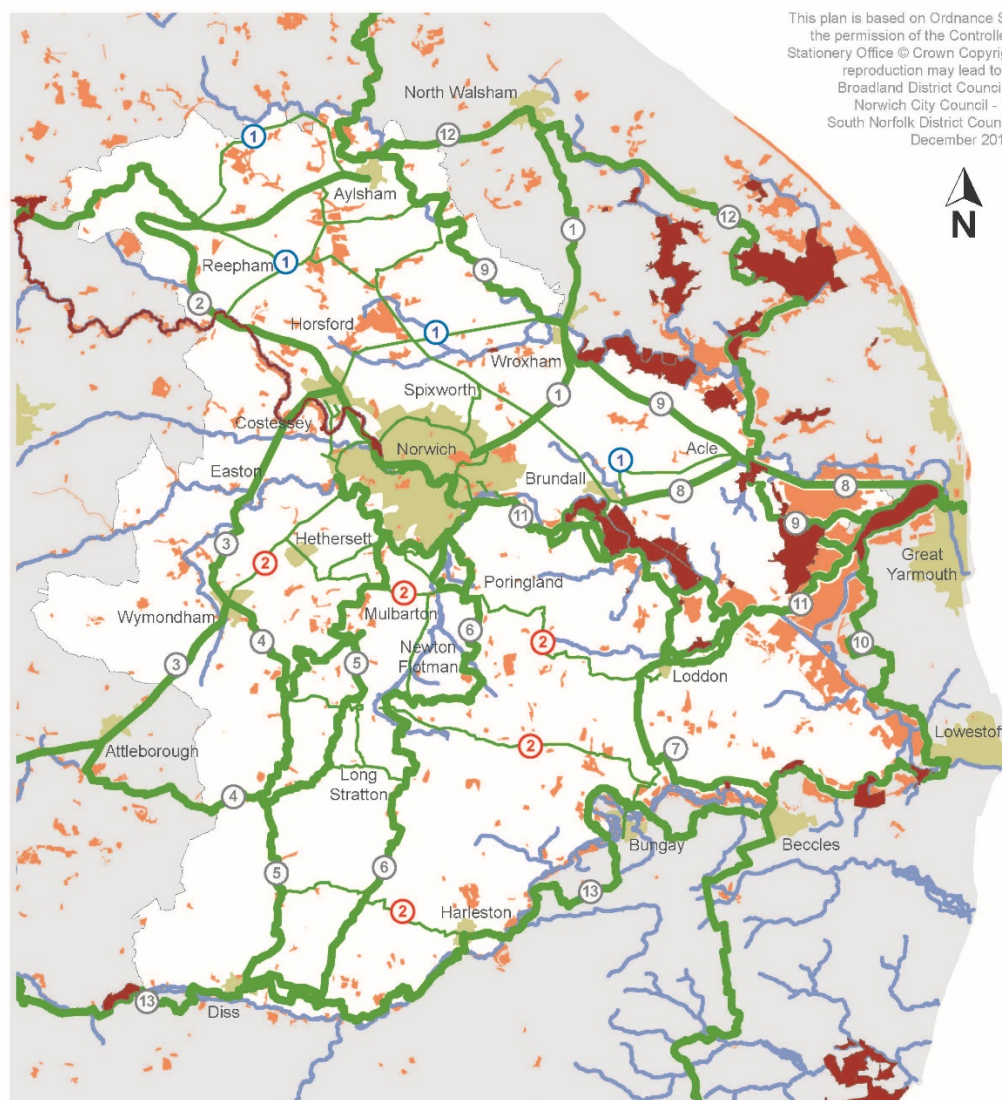
APPENDIX 4: GREEN INFRASTRUCTURE STRATEGY 2008 – PRIMARY & SECONDARY G.I. CORRIDORS

Proposed Green Infrastructure Network for the Greater Norwich Area

Source: Greater Norwich Green Infrastructure Study 2007.

The Green Infrastructure opportunities on this map are indicative only. The map illustrates information about opportunities at a strategic level and does not indicate a constraint on development.

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Broadland District Council - 100022319
Norwich City Council - 100019747
South Norfolk District Council - 100019483
December 2010.



- Local Green Infrastructure Corridors
- Sub-Regional Green Infrastructure Corridor
- Existing Main Urban Areas
- River Valleys & Wetlands
- Existing Green Infrastructure Sites
(Strategic Open Spaces & Core Biodiversity Areas, including SSSIs)
- European & International Designated Wildlife Sites

- ① North East Norwich - Wroxham - North Walsham Corridor
- ② Norwich - Reepham - Aylsham Corridor
- ③ North West Norwich - Wymondham - Attleborough - Thetford Corridor
- ④ South West Norwich - Wymondham - Attleborough Corridor
- ⑤ South Norwich - Mulbarton - Diss Corridor
- ⑥ South Norwich - East Diss Corridor
- ⑦ Loddon - Beccles - Lowestoft Corridor
- ⑧ Aylsham - Wroxham - Acle - Great Yarmouth Corridor
- ⑨ East Norwich - Brundall - Acle - Great Yarmouth Corridor
- ⑩ Great Yarmouth - Lowestoft Corridor
- ⑪ East Norwich - The Broads - Great Yarmouth Corridor
- ⑫ Acle - North Walsham - Aylsham - Cromer Corridor
- ⑬ Lowestoft - Beccles - Bungay - Harleston - Diss - Thetford Corridor
- ① Northern Greater Norwich Area Green Infrastructure Corridor Network
- ② Southern Greater Norwich Area Green Infrastructure Corridor Network