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Rec'd S 17/16

HARDINGHAM FARMS LIMITED

HARDINGHAM HALL
NORWICH
NR9 4AE

Directors:
W. Edwards MRICS FAAV
H. Edwards
Dr E. Edwards

Registered in England No. 92276
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SBI No 118951329
Vendor No 575072

[Redacted]

Email: [Redacted]

29/6/16

Greater Norwich Local Plan Team
P.O. Box 3466
Norwich, NR7 7NX

Dear Sirs

land adj. to Woodhall Farm Road, Kesgran

I am pleased to enclose a completed response on behalf of the Trustees Salle Park Estate for 1.4 ha adjoining Kesgran to the north.

Please contact me if you have any queries or want further information.

Yours faithfully

[Redacted Signature]

1a. Contact Details	
Title	[REDACTED]
First Name	[REDACTED]
Last Name	[REDACTED]
Job Title (where relevant)	
Organisation (where relevant)	
Address	[REDACTED] [REDACTED]
Post Code	[REDACTED]
Telephone Number	[REDACTED]
Email Address	<i>CA</i> [REDACTED]

1b. I am...	
Owner of the site <input type="checkbox"/>	Parish/Town Council <input type="checkbox"/>
Developer <input type="checkbox"/>	Community Group <input type="checkbox"/>
Land Agent <input checked="" type="checkbox"/>	Local Resident <input type="checkbox"/>
Planning Consultant <input type="checkbox"/>	Registered Social Landlord <input type="checkbox"/>
Other (please specify):	

1c. Client/Landowner Details (if different from question 1a)	
Title	[REDACTED]
First Name	[REDACTED]
Last Name	[REDACTED]
Job Title (where relevant)	[REDACTED]
Organisation (where relevant)	[REDACTED]
Address	C/O HARDINGHAM HALL NORWICH
Post Code	NR9 4AE
Telephone Number	07824 557593
Email Address	williamedwards@hardinghamfarms.co.uk

2. Site Details	
Site location / address and post code (please include as an attachment to this response form a location plan of the site on an scaled OS base with the boundaries of the site clearly shown)	land adj Wood Salling Road Reepham
Grid reference (if known)	TG 1023 NW
Site area (hectares)	1.4 ha

4c. Describe any previous uses of the site. (please provide details of any relevant historic planning applications, including application numbers if known)

AGRICULTURE.

Proposed Future Uses

5a. Please provide a short description of the development or land use you proposed (if you are proposing a site to be designated as local green space please go directly to question 6)

RESIDENTIAL DEVELOPMENT.

5b. Which of the following use or uses are you proposing?

Market Housing	<input checked="" type="checkbox"/>	Business & offices	<input type="checkbox"/>	Recreation & Leisure	<input type="checkbox"/>
Affordable Housing	<input checked="" type="checkbox"/>	General industrial	<input type="checkbox"/>	Community Use	<input type="checkbox"/>
Residential Care Home	<input type="checkbox"/>	Storage & distribution	<input type="checkbox"/>	Public Open Space	<input type="checkbox"/>
Gypsy & Traveller Pitches	<input type="checkbox"/>	Tourism	<input type="checkbox"/>	Other (Please Specify)	

5c. Please provide further details of your proposal, including details on number of houses and proposed floorspace of commercial buildings etc.

DEPENDS ON COUNCIL WISHES. BASED ON 23a AND 11A - RANGE 10 to ~~15~~ 35.

5d. Please describe any benefits to the Local Area that the development of the site could provide.

GOOD PEDESTRIAN ACCESS FROM SITE TO ALL AMENITIES IN REEPHAM. GOOD VEHICULAR ACCESS TO SITE. MINIMAL LANDSCAPE OR CONSERVATION IMPACT.

Local Green Space
If you are proposed a site to be designated as Local Green Space please complete the following questions. These questions do not need to be completed if you are not proposing a site as Local Green Space. Please consult the guidance notes for an explanation of Local Green Space Designations.
6a. Which community would the site serve and how would the designation of the site benefit that community.
6b. Please describe why you consider the site to be of particular local significance e.g. recreational value, tranquillity or richness in wildlife.

Site Features and Constraints
Are there any features of the site or limitations that may constrain development on this site (please give details)?
7a. Site Access: Is there a current means of access to the site from the public highway, does this access need to be improved before development can take place and are there any public rights of way that cross or adjoin the site?
YES, GOOD ACCESS WITH NO NEED TO IMPROVE AND NO RIGHTS OF WAY THAT CROSS SITE.
7b. Topography: Are there any slopes or significant changes of in levels that could affect the development of the site?
NO - EASY SITE TO DEVELOP
7c. Ground Conditions: Are ground conditions on the site stable? Are there potential ground contamination issues?
YES, STABLE SITE AND NO GROUND CONTAMINATION
7d. Flood Risk: Is the site liable to river, ground water or surface water flooding and if so what is the nature, source and frequency of the flooding?
NO FLOOD RISK LIABILITY
7e. Legal Issues: Is there land in third party ownership, or access rights, which must be acquired to develop the site, do any restrictive covenants exist, are there any existing tenancies?
NO - SOLE OWNER WITH REGISTERED TITLE WITH NO RESTRICTIVE COVENANTS OR TENANCIES

7f. Environmental Issues: Is the site located next to a watercourse or mature woodland, are there any significant trees or hedgerows crossing or bordering the site are there any known features of ecological or geological importance on or adjacent to the site?

NO ENVIRONMENTAL ISSUES.

7g. Heritage Issues: Are there any listed buildings, Conservation Areas, Historic Parklands or Schedules Monuments on the site or nearby? If so, how might the site's development affect them?

NO HERITAGE ISSUES.

7h. Neighbouring Uses: What are the neighbouring uses and will either the proposed use or neighbouring uses have any implications?

RESIDENTIAL AND AGRICULTURAL NEIGHBOURS, WITH MINIMAL IMPACT.

7i. Existing uses and Buildings: are there any existing buildings or uses that need to be relocated before the site can be developed.

NO

7j. Other: (please specify):

Utilities			
8a. Which of the following are likely to be readily available to service the site and enable its development? Please provide details where possible.			
	Yes	No	Unsure
Mains water supply	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mains sewerage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Electricity supply	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gas supply	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public highway	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Broadband internet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (please specify):	
8b. Please provide any further information on the utilities available on the site: <i>ALL AVAILABLE</i>	

Availability	
9a. Please indicate when the site could be made available for the land use or development proposed.	
Immediately	<input checked="" type="radio"/>
1 to 5 years (by April 2021)	<input type="radio"/>
5 - 10 years (between April 2021 and 2026)	<input type="radio"/>
10 - 15 years (between April 2026 and 2031)	<input type="radio"/>
15 - 20 years (between April 2031 and 2036)	<input type="radio"/>
9b. Please give reasons for the answer given above.	
<i>LAND IS AVAILABLE AND READY FOR DEVELOPMENT WHENEVER THE COUNCIL WISHES IT.</i>	

Market Interest		
10. Please choose the most appropriate category below to indicate what level of market interest there is/has been in the site. Please include relevant dates in the comments section.		
	Yes	Comments
Site is owned by a developer/promoter	<input type="radio"/>	
Site is under option to a developer/promoter	<input type="radio"/>	
Enquiries received	<input checked="" type="radio"/>	<i>but owner does not wish to enter into an option</i>

Site is being marketed	<input type="radio"/>	
None	<input type="radio"/>	
Not known	<input type="radio"/>	

Delivery	
11a. Please indicate when you anticipate the proposed development could be begun.	
Up to 5 years (by April 2021)	<input checked="" type="radio"/>
5 - 10 years (between April 2021 and 2026)	<input type="radio"/>
10 - 15 years (between April 2026 and 2031)	<input type="radio"/>
15 - 20 years (between April 2031 and 2036)	<input type="radio"/>
11b. Once started, how many years do you think it would take to complete the proposed development (if known)?	
DEPENDING ON RATE OF DEVELOPMENT, WITHIN 1 to 2 YEARS.	

Viability			
12a. You acknowledge that there are likely to be policy requirements and Community Infrastructure Levy (CIL) costs to be met which will be in addition to the other development costs of the site (depending on the type and scale of land use proposed). These requirements are likely to include but are not limited to: Affordable Housing; Sports Pitches & Children's Play Space and Community Infrastructure Levy			<input checked="" type="checkbox"/>
	Yes	No	Unsure
12b. Do you know if there are there any abnormal costs that could affect the viability of the site e.g. Infrastructure, demolition or ground conditions?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
12c. If there are abnormal costs associated with the site please provide details:			
12d. Do you consider that the site is currently viable for its proposed use taking into account any and all current planning policy and CIL considerations and other abnormal development costs associated with the site?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

12e. Please attach any viability assessment or development appraisal you have undertaken for the site, or any other evidence you consider helps demonstrate the viability of the site.

ACCESS + ACCESSIBILITY REPORT - [REDACTED] 670.

25/11/18
attached.

ECOLOGICAL SURVEY - [REDACTED]

4/13

ARCHITECTURAL ADVICE + LAYOUT - [REDACTED]

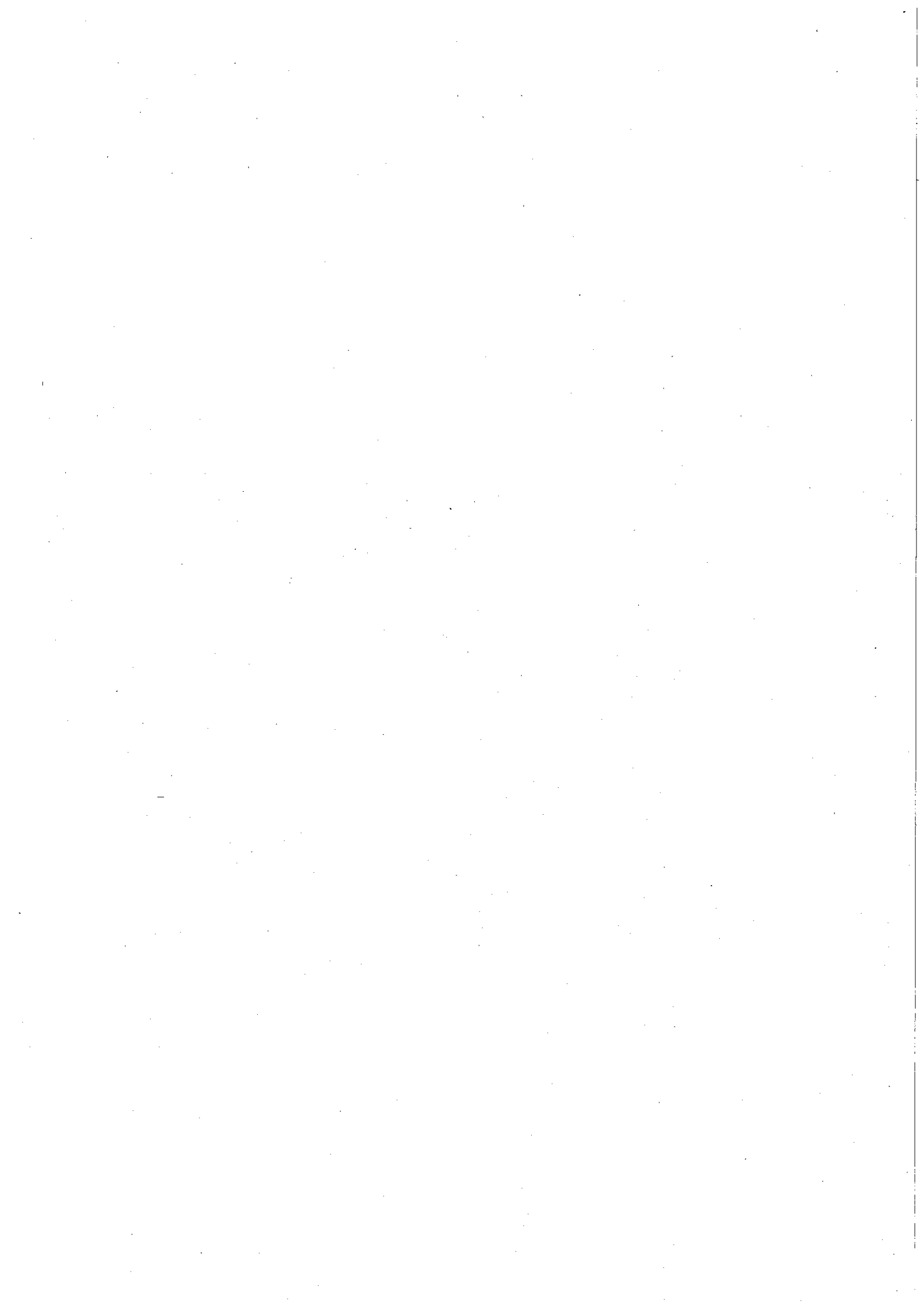
Other Relevant Information

13. Please use the space below to for additional information or further explanations on any of the topics covered in this form

The land is available for development by the owner at any time. The site is deliverable with no legal or practical constraints. The whole or part of the land could be developed.

Check List	
Your Details	<input checked="" type="checkbox"/>
Site Details (including site location plan)	<input checked="" type="checkbox"/>
Site Ownership <i>1 title attached</i>	<input checked="" type="checkbox"/>
Current and Historic Land Uses	<input checked="" type="checkbox"/>
Proposed Future Uses	<input checked="" type="checkbox"/>
Local Green Space (Only to be completed for proposed Local Green Space Designations)	<input type="checkbox"/>
Site Features and Constraints	<input checked="" type="checkbox"/>
Utilities	<input checked="" type="checkbox"/>
Availability	<input checked="" type="checkbox"/>
Market Interest	<input checked="" type="checkbox"/>
Delivery	<input checked="" type="checkbox"/>
Viability	<input checked="" type="checkbox"/>
Other Relevant Information	<input checked="" type="checkbox"/>
Declaration	<input checked="" type="checkbox"/>

14. Declaration	
<p>I understand that:</p> <p>Data Protection and Freedom of Information</p> <p>The Data Controller of this information under the Data Protection Act 1998 will be Norfolk County Council, which will hold the data on behalf of Broadland District Council, Norwich City Council and South Norfolk District Council. The purposes of collecting this data are:</p> <ul style="list-style-type: none"> • To assist in the preparation of the Greater Norwich Local Plan • To contact you, if necessary, regarding the answers given in your form. • To evaluate the development potential of the submitted site for the uses proposed within the form. <p>Disclaimer</p> <p>The responses received as part of the Greater Norwich Local Plan "Call for Sites" will be published and made available for public viewing. By submitting this form you are consenting to the details about you and your individual sites being stored by Norfolk County Council, and the details being published for consultation purposes. Any information you consider to be confidential is clearly marked in the submitted response form and you have confirmed with the Council(s) in advance that such information can be kept confidential as instructed in the Greater Norwich Local Plan Call for Sites Response Form Guidance Notes.</p> <p>I agree that the details within this form can be held by Norfolk County Council and that those details can be shared with Broadland District Council, Norwich City Council and South Norfolk District Council for the purposes specified in this declaration.</p>	
Name <i>l</i>	Date <i>28/6/16</i>



TECHNICAL BRIEFING NOTE

25 NOVEMBER 2013

LAND AT BIRCHAMS FIELD, WOOD DALLING ROAD,
REEPHAM

45140

Proposal for 45 Dwellings - Access and Transport Briefing Note

The following briefing note is provided in support of the access and accessibility from the site to the local facilities, in Reepham. It has been prepared with a focus on the key aspects of the access and necessary infrastructure to walk to the local facilities in the village.

The site is to serve up to 45 residential units and our assessment for an access and the transportation elements has been made on this basis. This assessment considers current policy with regards to development and accessibility issues and will address the following matters:

1. Access and the current situation.
2. Location and accessibility to services.
3. Transportation links including pedestrian and cycle.
4. Any highway/transportation improvements.

The site is located on Cawston Road in Reepham with a grid reference of 610420,323742 and an approximate postcode of NR10 4FG. The site is adjacent to and fronts onto Wood Dalling Road. To the south is residential development and the village of Reepham. To the north, west and east is agricultural land. The Parish of Reepham has approximately 970 households and a population of 2455 (taken from the 2001 census data). The village is situated along the B1145 which stretches to Dereham to the west and Aylsham to the east. Reepham is approximately 23km from Norwich, 18km from Dereham and 10.6km from Aylsham. A vehicular access to the site could be made from Wood Dalling Road and pedestrian links can be made to a variety of local footpaths and also locally to cycle links and national cycle links, also known as Marriotts Way.

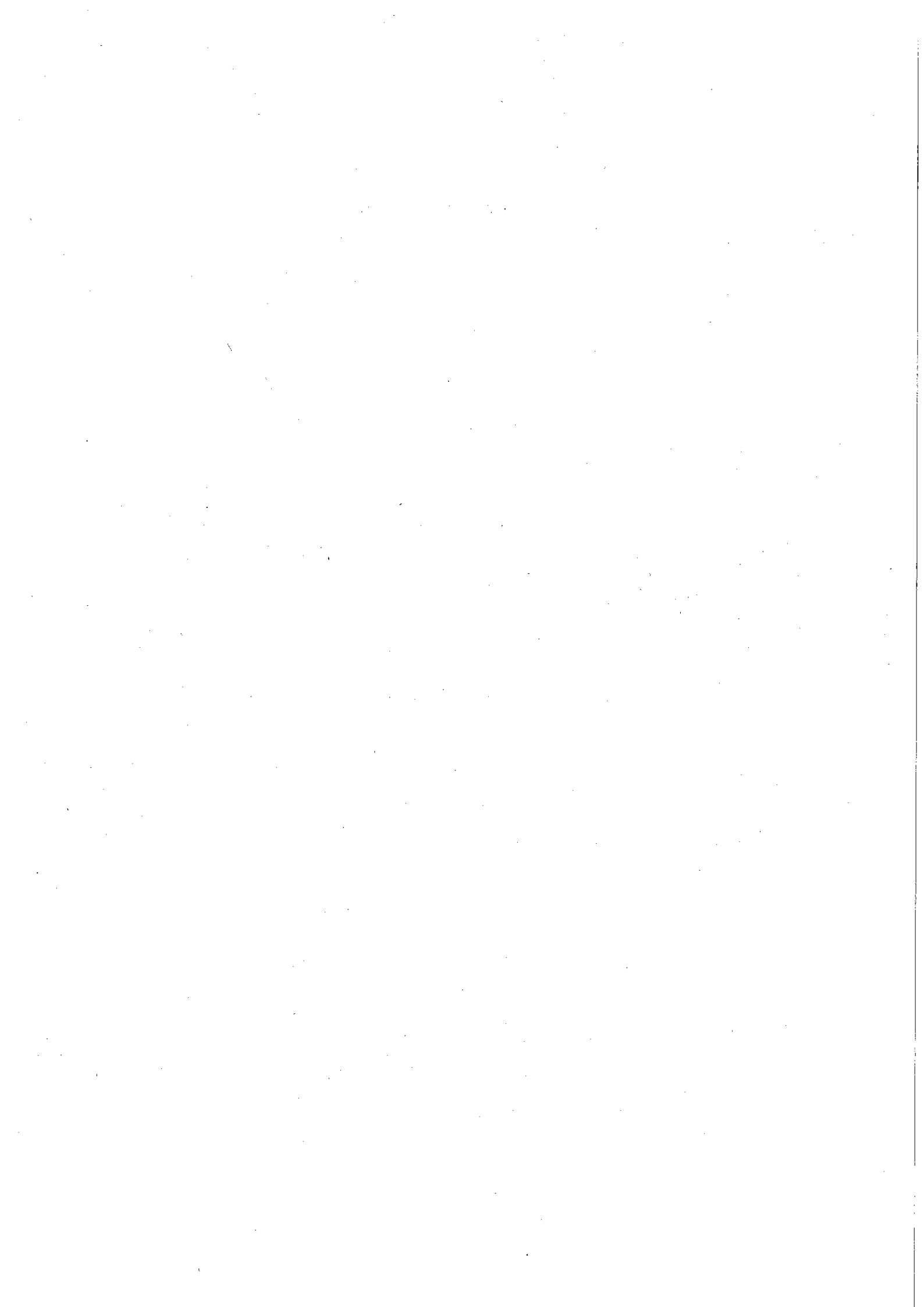
1. Access

The access parameters for the site have been considered for 45 dwellings which is within the highway standard for developments up to 100 residential units. The type of access required to serve these units is dictated by the Norfolk Residential Design Guide and is to be taken as a Type 3 road which is 4.8m wide and 1.5m footways, taken from Wood Dalling Road. The design speed for the internal roads will be 20mph and designed according to the Norfolk Residential Design Guide. The initial straight length of road will be 15m for the Type 3 road.

The access can be taken from the Wood Dalling Road and this is indicated at the respective points on the attached drawing 45140-C-005. This drawing is supplied on a topographical survey with Ordnance Survey data and indicates that the visibility of 4.5m set back with 90m visibility in both directions is available. Highway boundary records have been consulted and are attached for information, which indicate that the access is possible from the existing highway. Wood Dalling Road has a junction with Cawston Road further south of the site and this has been checked for visibility on the topographical survey. The survey and highway records show that the required visibility of 4.5m x 90m is available at this junction and indicated on drawing 45140-C-005.

The main point of access will provide a vehicular and pedestrian access. Where the Wood Dalling Road is narrow, the carriageway will need to be widened to 4.8m and a 1.5m wide footway provided on the eastern side. This footway will extend to the existing footways at the southern end of Wood Dalling Road to provide pedestrian routes to the facilities in Reepham. Wood Dalling Road is currently at national speed limit alongside the access point and it is proposed that the 30mph speed limit is extended along Wood Dalling Road to a location just north of the tree belt as indicated on drawing 45140-C-005 to enable adequate visibility splays to be provided. The carriageway widening north of the new access from Wood Dalling Road is to be reduced prior to the tree belt to ensure that an existing tree is not disturbed.

It can therefore be shown that suitable highway access and footway links could be provided for up to 45 as the access falls within the parameters for up to 100 residential units and it is deemed appropriate that Wood Dalling Road with highway widening and footway enhancements could accommodate the development within the parameters of the existing highway.



Proposal for 45 Dwellings - Access and Transport Briefing Note

2. Location and Accessibility to Services

To assess the ability for potential residents to access services, research has been undertaken to locate the local services and facilities, which are tabulated below and shown on Figure 1.

Facility/Services Table

Facility	Location	Km	Miles
Village Shop - Spar	Ollands Road	1.0	0.62
School - Primary	School Road	1.4	0.87
School - Secondary	Whitwell Road	1.7	1.05
Post Office	Market Place	1.1	0.68
Dentist	Coles Way	0.6	0.37
Doctor	Smugglers Lane	1.4	0.87
Village Hall	Stimpsons Piece	0.7	0.43
	Bircham Centre, Market Place	1.1	0.68
Playing Field	Stimpsons Piece, Barle Court	0.7	0.43
	Market Place	1.1	0.68
Library	Market Place	1.1	0.68
Church	Church Street	0.9	0.56
Bus Stops	New Road	0.4	0.24
	Market Place	1.1	0.68
Police Station/Town Hall	Market Place	1.1	0.68
Fire Station	School Road	1.3	0.81
Pub	Ollands Road	0.5	0.3
Nursery	Barle Court	0.7	0.43
Employment	Wood Dalling Road	0.3	0.19

Accessibility to services is key in respect to transport planning. The table above shows that, in accordance with National Planning Policy Framework (NPPF), the majority of services can be provided within the required parameters for ease of access for pedestrians. The key aim of NPPF is to promote sustainable travel choices and accessibility to shops, jobs and other facilities whilst reducing the need to travel, especially by car.

NPPF identifies walking as the most important form of travel at a local level and that walking offers the greatest potential to replace the car for short journeys. It is recommended that where possible journeys of less than 2km, could be replaced by walking rather than the use of a car. The document also acknowledges that cycling also has the potential to replace many car trips of less than 5.0km, which may also form part of longer journeys supported by public transport. The policies and strategies contained within NPPF are also similarly replicated in the Broadland District Council Local Plan, Chapter 7 and replacement policies, as well as the adopted Joint Core Strategy (March 2011).

The table above provides an indication of the distances that need to be travelled to the facilities and as a consequence the following list indicates the acceptability of the site in terms of distance, frequency of use and acceptability of need to travel.

Acceptability of Travel/Use Table

Facility	Location	Km	Likely Frequency of Use						
			Daily Km		Weekly Km		Greater than Weekly Km		
			<5.0	>5.0	<5.0	>5.0	<5.0	>5.0	
Village Shop - Spar	Ollands Road	1.0	✓						
School - Primary	School Road	1.4	✓						
School - Secondary	Whitwell Road	1.7	✓						
Post Office	Market Place	1.1			✓				
Dentist	Coles Way	0.6						✓	
Doctor	Smugglers Lane	1.4						✓	
Village Hall	Stimpsons Piece	0.7						✓	
	Bircham Centre, Market Place	1.1						✓	
Playing Field	Stimpsons Piece, Barle Court	0.7			✓				
	Market Place	1.1				✓			
Library	Market Place	1.1				✓			
Church	Church Street	0.9				✓			
Bus Stops	New Road	0.4/1.1	✓						
	Market Place								
Police Station/Town Hall	Market Place	1.1				✓			
Fire Station	School Road	1.3				✓			
Pub	Ollands Road	0.5				✓			
Nursery	Barle Court	0.7	✓						
Employment	Wood Dalling Road	0.3	✓						

BRIEFING NOTE (CONTINUED)**Proposal for 45 Dwellings - Access and Transport Briefing Note**

The conclusions of the acceptability table for distance and frequency travelled indicates that all daily activities are within 2.0km of the development. Whilst other activities and frequency usage of facilities are likely to be weekly or greater than weekly, the table shows that all are within 5.0km of the site and also less than 2km, indicating that there is a likelihood that walking and cycling could be used to travel to and from these locations.

3. Transportation Links including Pedestrian, Cycle and Public Transport

As stated previously local, regional and national guidance for transportation and residential dwellings advise that proposed development should be readily accessed by all sustainable modes of transport. Considering the different modes an assessment can be made in respect of the suitability of existing infrastructure.

Pedestrians

The routes for pedestrians could be well served with a footway from the site of varying width of between 1.0 to 1.5 metres. The enhancements of the footways and carriageway along Wood Dalling Road will add to the accessible routes that also include the footway link from Cawston Road to the site. This improved footway link along Wood Dalling Road will then join the site to the junction with Ollands Road and Cawston Road. Beyond this junction movement to the schools and other facilities can be made via either Ollands Road, The Market Place and School Road or via Cawston Road to the village car park and cut through to The Market Place. The B1145 Cawston Road does have a short length of no footway and there is little highway to improve this situation, however, two alternatives are available and both provide routes to all facilities of less than 2.0km. This is deemed satisfactory for the movement purposes. These footpaths also aid movement to the existing bus stops which are 0.4km and 1.1km from the site.

An assessment on the safe route to schools could be undertaken at a detailed planning application stage but the initial assessment shows that for both primary school age children and secondary school age young persons, the routes have footways and could be deemed that a safe route to school is achievable.

Cyclists

The bicycle has become a much more widely used mode of transport in recent years, as promoting the healthier lifestyle and the current economic circumstances that affects the population. From assessing the locations of the facilities locally, many of them are well within the 5.0km cycling parameters that is recognised in the NPPF.

An assessment of the local and national cycle routes shows that there is a National Route 1 (Sustrans) which is within 500m of the site. The route is south of the site, which can be accessed from travelling down Wood Dalling Road and Marriotts Way (Sustrans Route 1) can be accessed directly which provides a route to Fakenham, Dereham, Norwich, Aylsham and Wroxham. These cycle routes, in places, provide routes on road and off road, which can be used for either routes to work or for leisure use. The majority of the roads in Reepham are with a 30mph speed limit and, thus, provide an appropriate network for cycle use in the village, to access local facilities.

4. Highway/Transport Improvements

The assessment of the access shows that an appropriate access can be provided to serve the proposed development for up to 45 units which is provided by a Type 3 Road and could serve a maximum of up to 100 residential units, with a loop road within the development as required. An indication of the highway improvements for access are shown on drawing 45140-C-005, where changes to the speed limit allow for the appropriate visibility for the new access which demonstrates that they can all be completed within the existing highway boundary. An improved footway across the site frontage will provide the ease of access for pedestrian movement, along with the widening of Wood Dalling Road.

With regards to pedestrian links, these are all locally available and full links to all facilities within 2.0km can be made. Local cycle facilities provide access adjacent to the site to a national route and access to other local towns and to Norwich for commuting or leisure use. No specific issues for improvement therefore are considered a requirement for the site to proceed.

BRIEFING NOTE (CONTINUED)

Proposal for 45 Dwellings - Access and Transport Briefing Note

Conclusions

To collate the issues and highlight the matters that are relevant to transportation for the proposed development at Bircham's Field, Wood Dalling Road, Reepham, the following table shows the summary of benefits that this scheme includes:

Matter	Comments	Satisfactory	Needs some upgrade	Not Satisfactory
Site Access	A satisfactory access with the necessary visibility can be achieved with pedestrian and highway enhancements			
Local Junction Assessment	Based on preliminary junction impact, no upgrades are required off site at Cawston Road / Wood Dalling Road junction, except the footway and highway widening on Wood Dalling Road			
Accessibility to Services	A high proportion of daily and weekly services can be accessed by pedestrian, cycle or public transport routes all less than 2.0km			
Pedestrian Links	Good safe routes to schools and facilities appear to be available			
Cycle Facilities	There are no specific routes in the village but a 30mph limit is present and access to national routes are adjacent to the site.			

It is therefore concluded that in terms of vehicular access, accessibility to services and other modes of transport, the site meets all the necessary criteria.

Yours sincerely

Martin Doughty
 BEng (Hons), CEng, FICE, FCIHT, MAPM
 on behalf of Richard Jackson Ltd

Encs Figure 1 – Site Location / Facilities Plan
 Drawing 45140-C-005 – Bircham's Field Access Strategy
 Highway Boundary

